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TO STRIKE IN REAR?

Wu-Han Armies To Join Expedition.

NATIONALIST PLANS.

Attack On Christian General If He Loses.

Wuchang, Yesterday.
The armies under the Nationalist Generals in Hunan and Hupeh provinces (led by Pei Chung-hsi and Cheng Chien) are concentrating.

It is believed that the concentration is part of the projected offensive against the North.

However, a rumour is current that all the Nationalist leaders are not acting in unison. The rumour is that these armies—after moving up the Peking-Hankow Railway to Homan province—may attack the "Christian General" Feng Yu-shiang in his rear, if he sustains a serious reverse at the hands of the Northern forces.—British Naval Wireless.

Verbal Help for Nanking.

Hankow, Yesterday.
At Monday's session of the Nationalist conference at Changsha, the Nationalist military leaders of Hunan and Hupeh provinces (i.e., Generals Pei Chung-hsi and Cheng Chien and their lieutenants) passed a resolution advocating Generalissimo Chiang Kai-shek's immediate push against the North; but no material form of assistance was agreed upon.

Interest here is now centring on the arrival from Nanking of General Li Tsung-jen (who is also a Kwangsi man, like Pei Chung-hsi and Li Chai-sum) when, according to an opinion expressed, the part of the Hunan-Hupeh Nationalist Generals in the anti-North expedition will have been decided.

General Hu Tsung-tu (who commands an army corps under General Li Tsung-jen) arrived here from Changsha this morning.—Reuter.

Departure for Front.

Nanking, Yesterday.
It is reported here that Generalissimo Chiang Kai-shek will leave the capital, Nanking, for the Northern front, on March 31.—British Naval Wireless.

[Note: Chiang Kai-shek's departure for Hanchow, the Nationalist main base against the North, has been postponed several times.]

Mercenaries' Part.

Wuhu, Yesterday.
Two steamers of the China Merchants S. N. Co. (Chinese flag) have arrived here from Kiu-kiang, with the 8th division of the 3rd Nationalist Army on board.

Local junks are being commandeered by the troops for transport work.—British Naval Wireless.

[Note: A previous message said that there were 4,000 men on the two steamers. They are Yunnanese mercenaries, who belong to General Chu Pei-teh's command. The decision to send help down the Yangtze to Nanking has occasioned surprise because Chu Pei-teh has all along maintained a policy of aloofness. Wuhu is 197 miles below Kiu-kiang, on the Yangtze, and 55 miles above Nanking.]

New Commander.

Shanghai, Yesterday.
A message from Nanking says that the Nationalist Government Council has appointed General Chien Ta-chun, commander of the 32nd Army, as commander of the Shanghai and Woosung Gendarmerie, in succession of General Pei Chung-hsi.—Reuter.

[Note: General Chien Ta-chun is a supporter of Chiang Kai-shek. He left Kwangtung with his army recently. General Pei Chung-hsi is a Kwangsi man now in Hunan.]

Tariff Question.

Peking, Yesterday.
It is understood that the Northerners are not altogether satisfied with the progress toward agreement with the South (the Nationalists) as regards the tariff question. The Northerners wish the Nationalists to agree to the presentation of a Note simultaneously by Peking and Nanking to the Powers urging tariff autonomy on January 1, 1929, and an interim tariff meantime, but the Southerners up to the present have not agreed.

Another Discussion?

The Northerners, according to reliable Chinese reports, are willing to discuss the matter.

MR. D. G. M. BERNARD.

Leaves For Home On Tuesday.

FOR LONDON OFFICE.

Outline Of Career And Activities In Hong Kong.

The Colony loses an important member of the business community and one who has taken a keen interest in local affairs in the departure of the Hon. Mr. D. G. M. Bernard, Managing Director of Jardine, Matheson and Co., Ltd., who leaves Hong Kong for home on April 3 by the s.s. "Aeneas." Mr. Bernard will succeed Mr. Landale in London as Director of Matheson and Company.

Mr. Bernard, who is a nephew of Ethel Lady Buchanan Jardine, widow of Sir R. W. D. Jardine, joined H.M.S. "Britannia" as a Naval Cadet in 1904 and served in H.M.S. "Ariadne" on the West Indies Station.

Start in Hong Kong.
Having left the Navy in 1906, Mr. Bernard arrived in Hong Kong in January, 1911, to join Jardine, Matheson and Co., Ltd., having been at the cash desk in Hong Kong for a year and in the shipping office for a year he was transferred to Hankow in March, 1913. After a year's service there, he was transferred to Tientsin and in November, 1915, he was appointed to the Shanghai office, being authorised to sign "per pro" in 1916.

In July, 1917, Mr. Bernard was appointed to Hong Kong and in the following year he was authorised to sign for the firm. Three years later, in March, 1921, he succeeded Mr. John Johnstone in charge in Hong Kong.

Public Services.
Mr. Bernard succeeded Mr. P. H. Holyoak as the representative on the Legislative Council of the Hong Kong General Chamber of Commerce and the following year he succeeded Mr. A. O. Lang as a member of the Executive Council. During the period of his public service he has interested himself in various matters appertaining to the welfare of the Colony.

In addition to many important positions in the business world occupied by Mr. Bernard, including the Chairmanship of Directors of the Hong Kong and Shanghai Bank and other large business concerns in the Colony, Mr. Bernard has acted as President of St. George's Society, President of the Hong Kong branch of the China Association, Chairman of the War Memorial Committee, Chairman of the Committee, City Hall, non-official Justice of the Peace, President of the Hong Kong Rifle League, Chairman of Trustees of the Sailors' Home and Steward of the Hong Kong Jockey Club, among other official positions.

Mr. Bernard was married in Hong Kong in 1922 to the daughter of Sir Charles and Lady Addis.

Both Mr. and Mrs. Bernard leave a host of friends in Hong Kong and their loss will be considerably felt in social and other circles.

JAPAN & CHINA.

EXPERIMENTS WITH AIR LINE.

Shanghai, Yesterday.
A Japanese seaplane has arrived at Shanghai from Tomie Goto Island, south-west of Nagasaki, which left this morning taking four and a half hours. The flight is of an experimental nature to ascertain the possibility of opening up a regular air-mail and passenger service between China and Japan. The seaplane belongs to the Japan Aerial Transportation Company.—Reuter.

after paying loan charges, should be retained by each port pro rata, but apparently the South are holding out for a still larger proportion, though it is suggested the arrangement would give them a big surplus.

The Northerners are still hopeful that the Nanking Nationalist Government will agree to the presentation of the Note, but suggest otherwise that they should send Mr. A. H. F. Edwards (acting Inspector-General of Chinese Maritime Customs) again to Shanghai to discuss the matter.—Reuter.

TENSION EASES.

Communist Threat To Swatow.

TROOPS VENTURE OUT.

Refugees Report Usual Red Atrocities.

Swatow, Yesterday.
The tense situation which prevailed here as the result of a Communist approach has eased somewhat. Troops (of the Canton Government) stationed here have been despatched to Chiueung, which is separated from Swatow by water.

Chiueung lies in the road along which the Red horde will have to march if it has designs on Swatow. The Communists have been marching eastward from the Hoiung and Lukfung districts of which Swatow is the port. The Canton expedition which ejected the Reds has not followed up, hence the latter have had more or less a free hand in moving east towards Swatow.

Refugees have arrived at Swatow from the west and they report the usual atrocities by the Communists.—British Naval Wireless.

Hankow Executions.

Hankow, Yesterday.
Daily executions continue. Another six were put to death yesterday.—Reuter.

[Note: The tension in Hankow is due to suspicion of Communist plots.]

GERMANY & PEACE.

"THE LEAGUE DARE NOT FAIL."

MINISTER'S DENIAL.

Berlin, Yesterday.
Speaking on the failure of the Geneva disarmament conference to come to a definite conclusion at a banquet given by the foreign Press Association at Berlin to members of the Government and Diplomatic Corps, Herr Stresemann hotly denied the insinuation that Germany really did not wish general disarmament but rather to obtain the right to arm herself.

Herr Stresemann refused to believe in the final failure of the League of Nations on the disarmament question and declared the League dared not fail for it had a duty which, if not fulfilled, must lead to serious consequences.

The leading military States had now to speak. He hoped their expectations would not be disappointed. Despite all criticisms and disappointment he had not abandoned hope that the great idea of peace would prevail for the benefit of humanity.—Reuter.

THROWN OUT.

REDS IN WARSAW DIET.

Warsaw, Yesterday.
"Gentlemen, you will be thrown out," remarked the Prime Minister, M. Pilsudski, in a matter of fact voice to the Communists who were constantly shouting and interrupting while M. Pilsudski was reading the presidential message at the opening of the final session of the Diet.

M. Pilsudski maintained his temper wonderfully. His supporters started a counter-demonstration. Finally the Minister of the Interior entered with a posse of police and seized and dragged out five of the noisiest Communists.

A Socialist candidate was elected as speaker of the Diet in the face of the Government candidate, which is a greater blow to the Government than at first appears.—Reuter.

COMING HERE?

ANOTHER LINDBERGH FLIGHT.

Washington, Yesterday.
Lindbergh conferred for two hours with the State Department which outlined plans for a "good-will flight" to the Far East with a non-stop trans-Pacific flight to Tokyo and thence possibly across Asia to Europe.—Reuter's American.

ARMS FOR CHINA.

Questions In House Of Commons.

FUTILE EMBARGO.

Most Of The Powers Refuse To Ratify It.

London, Yesterday.
In the House of Commons at question time Sir A. Chamberlain said he had not yet abandoned hope that the Nanking negotiations would lead to a settlement. Sir Robert Thomas asked in view of the fact of the continuance of strife in China was prolonged by the ease with which the contestants could obtain arms for Europe, whether the prospect of the League Convention of 1925 on the control of the traffic in arms would soon be ratified by the members in addition to the two who had done so.

Sir A. Chamberlain replied that the effectiveness of the China Arms embargo agreement of 1919 was largely impaired by the fact



Sir Austen Chamberlain.

that some of the principal arms-supplying states, notably Germany, Czechoslovakia, and Russia, were not parties to it. Germany declared her readiness to accede through her Minister at a meeting of the Diplomatic Body in Peking on February 21. The

"SOME RAIN"

N.E. winds, moderate, generally overcast, some rain, is the official weather forecast until noon to-morrow.

The anticyclone is now central over mid Japan. A depression lies over Indo-China. There is now no indication of a depression to the E. of the Balintang Channel. Moderate monsoon may be expected along the S.E. coast of China and over the northern portion of the N. China Sea.

meeting decided to impress upon their Governments the necessity of preventing the exportation of war munitions to China and expressed the conviction that the non-adhering Powers ought to be induced to do so as soon as possible.

The Japanese Foreign Minister on March 1 urged the Soviet Government to prohibit their nationals from engaging in these exportations. Representations were made to the Czechoslovakian Government by the British Minis-



ter at Prague and Dr. Benes replied that he was unable to accede unless the agreement was binding on all states.

Sir A. Chamberlain added that Britain was prepared to ratify the arms traffic convention of 1925 whenever the principal arms-producing Powers were simultaneously prepared to ratify. The replies to the British suggestion from nine European Governments, also from Japan and the United States, indicated that there was no prospect of simultaneous ratification. Sir A. Chamberlain requested notice of questions as to whether any of the Powers had expressed their

MACAO OPIUM.

Geneva Agreement Mentioned.

RE-EXPORT QUERIES.

Mr. Lee Hysan Questioned On Yue Sing Affairs.

Evidence as to the agreements and conventions entered into by the "Interested Powers" at the Geneva Conference on Opium figured in to-day's hearing of the case in which Mr. Pedro Jose Lobo sued Mr. Lee Hysan for damages for alleged libel.

Mr. Lee Hysan was cross-examined by Mr. C. G. Alabaster, K.C. (for plaintiff).

In reply to counsel, defendant said that when he got Fung Cheong's letter (the translation of which contains the alleged libel) he got with it Lu Kin But's receipt to Miss Tin Po for \$100 shares. That was the first time he had seen a receipt of the Yau Seng firm. The share receipt did not say that the Yau Seng had anything to do with the opium monopoly of Macao but defendant claimed that, in conjunction with the information received from the compradors of the Mercantile Bank, the receipt did point to that.

In reply to counsel, defendant said that Lee Yue Sing, whom he had stated to be the sole proprietor of the Yue Sing firm—the business with which defendant himself was connected—was his nephew. There were no shareholders in this.

A Share Certificate?

Shown a document which purported to be a receipt for money deposited in the Yue Sing, defendant stated that he did not regard that as share scrip. It was merely a receipt for money invested in the firm under certain conditions.

Defendant's attention was called to the fact that he, together with another were described as Managing Directors and two others as Directors. Did he still seriously ask, asked counsel, that the Yue Sing Company was a Company carrying on business under the sole proprietorship of his nephew?

Defendant replied in the affirmative and stated that if counsel wished to go further he must look up the Company's conditions. Counsel then referred to bankruptcy proceedings taken by one, Lee Kin-to, against the defendant in Macao to get the Yue Sing wound-up in Macao.

Mr. Eldon Potter, K.C. (counsel for defendant), interposed and said it was difficult to see how that in any way had a bearing on the libel action. It was a fact that bankruptcy proceedings had been taken in Macao which were under appeal at the moment. He would ask His Lordship to prevent any attempt to get information which might be used in that regard.

Question of Credit.

His Lordship said he understood the matter was only being referred to on the question of credit and instructed Mr. Alabaster that the examination must be conducted along those lines and not with a view of getting any particulars.

Mr. Alabaster stated that the purpose of the question was only in so far as credit was concerned. He had already referred to the Yue Sing as a sort of Jekyll and Hyde, that when it suited their purpose it was represented as an individual and when it didn't as a business.

In reply to further questions defendant said that the proceedings in Macao had been ex parte. Counsel stated that the Court had held that there was a Company to be wound up. Did defendant still say that there was not a Company in which there were shareholders?

No Partners?

Defendant stated that he had never recognised anyone as a partner or shareholder in the concern. He only recognised that money had been invested for the purpose of the opium business. That had always been the practice in connection with the Yue Sing. If he considered anyone as a partner the firm would be illegal.

Defendant denied that he called himself the Managing Director of the Yue Sing. He used the Chinese term for General Manager. Questioned further with regard to the firm's capital, defendant

EMPIRE RESEARCH.

Big Scheme For Agriculture.

COMMITTEE'S REPORT.

Stations Suggested In Queensland, Ceylon, Africa and Malaya.

London, Yesterday.
The Imperial Agricultural Research conference which sat in London in October and then toured Britain has now made its report. It recommends the creation in the United Kingdom of clearing houses of information in Agricultural science to serve the whole Empire and the recruitment of scientific workers in agriculture for the whole of the Empire.

Stations are suggested at Queensland, Ceylon, East Africa, West Africa and Malaya. Ten highly qualified men will be the minimum staff.

Apart from capital expenditure the annual maintenance will be £20,000 on each. The report emphasised the need of highly trained men for the Colonial agricultural service and suggests the founding of scholarships to promote agriculture. The report recommends the establishment of "correspondence centres" and bureaux as smaller-scale clearing stations, the funds for which amounting to £20,000 annually to be administered by a body on which the Governments, Dominions and India would be represented.—Reuter.

SHOCKS IN EUROPE.

EARTHQUAKE TAKES DEATH TOLL.

London, Yesterday.
Telegrams from Rome and Belgrade show that the earthquake recorded by the seismographs at Kew, Brussels and Munich at 9.30 yesterday morning was felt slightly at Rome, more severely in the Carnatic Province in North Italy, and also in Slovenia and the Adriatic coast of Jugoslavia.

Tolmezzo, Cavazzo and Verzegni suffered most. Many houses were wrecked and the Cathedral at Tolmezzo showed serious cracks. Up to now eight deaths have been reported.—Reuter.

NO HELP.

OBSERVATORY BOYCOTTED FLIERS.

Berlin, Yesterday.
The meteorological observatory at Hamburg refuses to issue official weather forecasts for the benefit of Koehl and Baron von Huehnfeld declaring that a trans-Atlantic flight at present is "100 per cent. suicide" in view of the unfavourable weather conditions.—Reuter.

BRITAIN & GENEVA.

24 CONVENTIONS RATIFIED FOR BRITAIN.

London, Yesterday.
In the House of Commons, replying to Mr. Rennie Smith (Labour) Sir A. Chamberlain said that 24 conventions, protocols, etc. were concluded under League auspices, of which Britain signed 30 and his Majesty ratified 24 in respect to Britain.—Reuter.

stated that it amounted to \$3,000,000. It was necessary to raise that amount for the business to be carried out. About two-thirds of this was owned by his family under his control. His own money in it was over eight lakhs. About a million was owned by his family or under his control. The rest was put in by friends who wished to invest under the Company's conditions.

The firm had only been put in the name of defendant's nephew because it had formerly been in the name of the defendant's brother, and on the latter withdrawing defendant put it in the name of his brother's son out of respect to his brother. His nephew did not in fact know anything about the direction of the business.

Asked the purport of these questions, Mr. Alabaster stated that defendant had sworn that his nephew was the sole proprietor and counsel wished to show that the sworn information contained in the petition was false.

BEFORE COUNCIL.

Watchmen To Submit Their Case.

DANGEROUS DRUGS.

Four New Bills Submitted This Morning.

In introducing a Bill to amend the Dangerous Drugs Ordinance, the Attorney-General (Sir Joseph Kemp) at this morning's meeting of the Legislative Council, said that it was intended to enact legislation to give effect in Hong Kong to the International Convention on Opium and Dangerous Goods which was signed at Geneva in February, 1925. The existing legislation had already anticipated in some respects the requirements of the Convention but it had been found necessary to make certain technical alterations in law and also to make certain alterations in the dangerous drugs regulations. The changes made were largely in the nature of provisions to stop up loopholes in the present legislation and to strengthen the defence of the Colony and the world generally against dangerous drugs.

One important addition to the list of dangerous drugs made by the recent Geneva Convention was the drug known from the Indian hemp plant. The local law went further than the Convention in prohibiting possession of the plant or any part of it. The tincture derived from the plant was of medicinal use and would be included in the list of dangerous drugs. The plant was also used in the form of hashish.

Watchmen's Bill.

In moving that the Bill providing for the registration and regulation of watchmen should be re-committed (it had already passed through the Committee stage) the Attorney-General said that this was for two purposes. Firstly, in order to amend the clause giving power of arrest to watchmen so as to limit such power to police watchmen only; and secondly so as to enable certain interested parties to appear before the Council at the next meeting this day week, so that submissions with regard to any particular provisions of the Bill could be made on their behalf.

The P.C.M.O.

In moving the first reading of a Bill to give effect to a change in the name of the Principle Civil Medical Officer, the Attorney-General said that it was proposed that the Medical and Sanitary services should be reorganised and that the Medical Head should be known as the Director of Medical and Sanitary Services.

The S.C.A.

In moving the first reading of a Bill to provide for the incorporation of the Secretary for Chinese Affairs, the Attorney-General said that the list of property in the name either of a present substantive holder in the office of the Secretary for Chinese Affairs or some former or acting substantive holder of that office or in some Registrar under the title of the Secretary for Chinese Affairs or Registrar General. All this property stood in the name therefore of the Secretary for Chinese Affairs; using that term to include all individuals holding office, in that post, and the property was held in trust. It was obvious that sooner or later much of this property might have to be dealt with and at present the means of dealing with that property were not very convenient, e.g., in the case of property held in the name of some former registrar General it was necessary to get from him power of attorney whereas if it stood in the name of some deceased former holder of the office it was necessary to obtain authority from the executors. The simplest method and that provided for in the new legislation was to incorporate the Secretary for Chinese Affairs and invest the property in him. It also applied to other property it might be necessary to assign to him in trust.

At Age of 60.

In moving the first reading of a Bill to amend the Pension Ordinance, the Attorney-General said the object was to require the pensionary arrangements of the Government to be made on a basis of 60 years of service.

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Public Auctions.

THE Undersigned have received instructions from The Official Receiver, Supreme Court, to sell by Public Auction,

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FRIDAY, the 30th March, 1928,
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at the Godown of The Yuen Mow Hong Firm (in Bankruptcy),
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6 Weighing Machines.
9 Pieces T Iron.
About 400 Platforms

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**A Quantity of Wooden Material
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Terms:—Cash on Delivery.
LAMMERT BROS.
Auctioneers.
Hong Kong, March 29, 1928.

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**A Large Quantity of
VALUABLE HOUSEHOLD
FURNITURE.**

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Cupboards, Filing Stands, Hat
Stand with Mirror, Clothes Hang-
ers, Chesterfield Armchairs, Car-
pets, Rugs, Pictures, Ornaments,
etc., etc.

Teak Dining Tables, Dining
Chairs, Sideboards with Mirrors,
Dinner Wagon, Teak Ice Chest,
Dinner Crockery, Glass Ware, Cut-
lery, etc., etc.

Teak and Iron Bedsteads with
Mattresses, Teak Wardrobes with
and without Mirror, Dressing
Tables, Chest of Drawers, Marble
and Tiled Top Washstands, Side
Tables, Shaving Stands, Chamber
Stands, etc., etc.

Also
**A Quantity of
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One Royal Typewriter.

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NOTICES.**THE HONG KONG ELECTRIC
COMPANY, LIMITED.**

NOTICE IS HEREBY GIVEN that a further EXTRA-ORDINARY GENERAL MEETING of the Company will be held at P. & O. Building, Victoria, in the Colony of Hong Kong at 12.30 o'clock in the afternoon on MONDAY, the Second day of April, 1928, for the purpose of considering and, if thought fit, confirming the following Resolution passed as an Extraordinary Resolution on the 16th day of March, 1928 as a Special Resolution:—

"That the capital of the Company be increased from its present capital of \$3,000,000 (Hong Kong Currency) divided into 300,000 shares of \$10 each, to \$6,000,000 (Hong Kong Currency) divided into 600,000 shares of \$10 each and that such additional shares shall rank in all respects pari passu with the original capital of the Company."

AND NOTICE IS HEREBY FURTHER GIVEN that a further Extraordinary General Meeting of the Company will be held at the same place on MONDAY, the Second day of April, 1928, at 12.40 o'clock in the afternoon or so soon thereafter as the above Meeting shall have terminated for the purpose of considering and, if thought fit, passing the following Resolutions:

1. "That the Directors be, and they are hereby, authorised to capitalise the sum of \$1,500,000 profits of the Company standing to the credit of the Company's Reserve Fund and to allot to the members holding shares of the Company as on the 1st day of July 1928, in respect of the net amount capitalised fully paid shares of the Company of equivalent nominal value in the proportion of one share for every two shares of the Company then held by such persons respectively and that such shares so allotted shall rank for dividends as from the 1st day of July 1928."

2. "That if, on such distribution as aforesaid, any person would be entitled to a fraction of a share, the Directors shall, in lieu of issuing fractional certificates, cause the whole share to be allotted to a person or persons to be named by the Directors and such share may, at such time as the Directors think fit, be sold and the proceeds distributed amongst the persons entitled to the fractions making up the share."

Dated the 26th day of March 1928.
By Order of the Board,
GIBB, LIVINGSTON & CO. LTD.
Agents.

**THE BANK OF CANTON,
LIMITED.**

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY ANNUAL GENERAL MEETING of Shareholders of the Company will be held at the Head Office, No. 6, Des Voeux Road, Central, Hong Kong, on WEDNESDAY, the 4th April, 1928, at 2.30 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th March, 1928, to the 4th April, 1928 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board,
LOOK POONG-SHAN,
Chief Manager,
Hong Kong, 19th March, 1928.

LADIES!

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LESSONS IN CHINESE.

MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates. Persons wishing to study the Chinese language are requested to communicate with him at No. 104, Fraysa, East, first floor. Terms moderate.

NOTICES.**HONG KONG BASEBALL
ASSOCIATION.**

THE ANNUAL MEETING of the Hong Kong Baseball Association will be held at the American Consulate General, 5.30 p.m., WEDNESDAY, April 4th, 1928. All interested are requested to attend.

HIN WONG
Hon. Secretary.
March 27, 1928.

NOTICE.**KOWLOON BOWLING GREEN
CLUB.**

THE TWENTY-EIGHTH ANNUAL GENERAL MEETING of the above Club will be held in the Clubhouse on FRIDAY, 30th March, 1928, at 6 p.m. prompt.
Ar CHAPMAN,
Hon. Sec.
Hong Kong, 23rd March, 1928.

**DOUGLAS STEAMSHIP CO.,
LIMITED.**

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Offices, P. & O. Building, on MONDAY, the 2nd of April, 1928, at 11 a.m.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th of March to 2nd of April, both days inclusive.

DOUGLAS LAPRAIK & CO.,
General Managers.
Hong Kong, March 21, 1928.

**THE HONG KONG & SHANGHAI
HOTELS, LIMITED.**

(Incorporated in Hong Kong).

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS of the Hong Kong and Shanghai Hotels, Limited, will be held at the Registered Office of the Company (Exchange Building, Des Voeux Road Central, Hong Kong), on THURSDAY, the 12th day of April, 1928, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended on the 31st December, 1927, confirming the appointment of a Director and re-electing a Director and the Auditors.

By Order of the Board,
C. G. COPLEY,
Secretary.
Hong Kong, 20th March, 1928.

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and **ENTRY FORMS** for the **THIRD EXTRA RACE MEETING** to be held on SATURDAY, 7th April and on MONDAY, 9th April, 1928 (weather permitting) may be obtained at the Race Course, Hong Kong Club, and Causeway Bay Stables. Entries will CLOSE at 4 p.m. on THURSDAY, 29th March, 1928.
Hong Kong, March 24, 1928.

MACAO RACE CLUB.

DRAFT PROGRAMMES and **ENTRY FORMS** of the **SEVENTH EXTRA RACE MEETING** to be held on SUNDAY, 15th April, 1928 (WEATHER PERMITTING) can be obtained upon application to The International Race and Recreation Club of Macao, Ltd., Hong Kong Jockey Club, Causeway Bay Stables, and Roxor Advertising Co., 3rd Floor, Exchange Building, Hong Kong. Entries will close on TUESDAY, 3rd April, 1928, at 1 p.m.

**FANLING HUNT
STEEPLECHASES.**

SATURDAY, 31st MARCH, 1928.
First Race 3 p.m.

Admission: Public Enclosure \$1.00.
Ladies Free.

Admission to Subscribers Enclosure on production of badge only. Subscribers can introduce Two Ladies Free and Two Non-members at \$5.00 Each.

Tickets obtainable from Dr. F. Pierce Grove, Alexandra Buildings, Special Trains leave Kowloon 2.00 p.m. Return Fare 1st Class \$1.50, 2nd Class 90 cents.
FREE PARKING FOR MOTOR CARS.

A CENSOR COMEDY.**ESSENCE OF GOOD
CRITICISM.**

[By Hubert Griffith.]

The essence of good criticism is an individual opinion. An individual opinion is the result of intelligence and experience of life. But different people may have had different experiences of life!

I occasionally think my fellow critics on the "Times," the "Morning Post," the "Manchester Guardian," the "Daily News" are cracked about some particular point, and they in turn are at liberty to (and probably do) think me cracked about other particular points, possibly many points. But I nevertheless think that five critics of such papers represent among them a fair level of general intelligence about the theatre, and that the chances of all five of us being cracked together about the same point are remote.

A History.

The history of the banned play "Young Woodley" is not un-instructive. From the point of view of the public, the facts are these: The play, being under the Censor's ban, was produced recently by a private society. Halfway through the week the censor very sensibly withdrew his ban, and the play may now go forward uninterrupted: Long live the Censor!

I submit there are further facts which should not be forgotten, and which run as follows: The play had been read by the Censor three times in eighteen months before it was produced, and each time he had said he could do nothing about it. It had had, it can be understood, his full consideration.

It was produced, with the same "delicate acting" which the Censor now says he admires, and he, being present on the Sunday, still gave no hint of his willingness to do anything about it. His permission to do the play publicly did not come until Thursday, and in the meantime something had happened.

Critics Unanimous.

In the meantime, the critics had, with a decision and a unanimity that is rare in journalism, stated that the barring of such a play was an insult to the public of London, and that if the Censor could not see his way to withdrawing his ban, it was high time, and more than high time, that the Censor's office were abolished.

For curiosity, a couple of days after I had written my own criticism I looked down the criticisms that had appeared in the four papers I mentioned above. I found in one of them "not a vestige of harm—an exquisitely delicate, sincere and beautiful treatment of the theme." The banning has an irony that would be delicious if it were not pathetic. In another "beautiful and true—having sentiment which does the word honour, and a freshness like a spring wind. A work so delicate and clear that it is hard to believe that it has been refused the Censor's licence."

Another heads its column "End the Censor," and continues, "by the banning of this play the Censor has proved that his office is an insult to the public; speaks of the 'reflexion, the delicacy and sensitiveness that lift the play into the realms of great art,' and concludes with a further appeal, if not for the removal of the ban, then for the removal of the Censor."

The fourth speaks of the "grotesque injustice of persecuting such a play," and of the "intolerable position of our theatres under a censorship from which there is no appeal."

Sincerity of the Play.

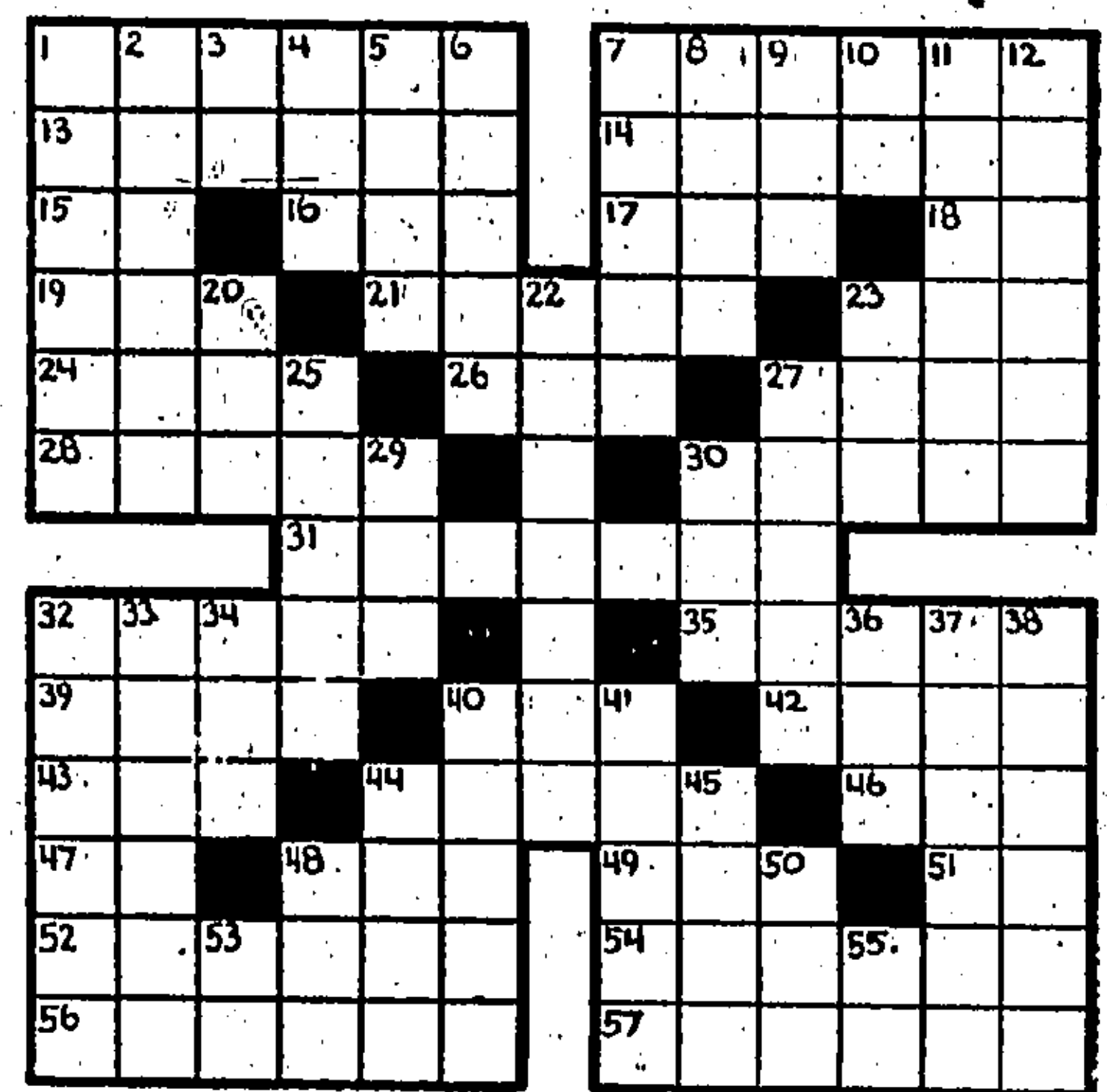
I may say in passing that the popular conception of the critics "foregathering in the foyer" to launch these opinions concertedly is a myth. For one thing, the foyer is too crowded. For another, many critics stay in their seats. Again, certainly more than one or two critics make it a definite rule never to discuss a play before they have written about it. How independent criticism is as a rule may be seen by the flatly contradictory notices that on certain occasions have been known to appear.

I return to my argument about the Censor. Four days after he had seen the play, and two days after the storm had broken, the Censor, moved by "the sincerity of the play and the delicate way the theme had been treated," to quote the words which Mr. Basil Dean says were spoken to him, quietly removed his ban.

The Censor has now said in effect: "I read the play three times. My own mind thought it a nasty play. It needed the kind assistance of a company of actors

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



THE INTERNATIONAL SYNGATE.

HORIZONTAL

1-Want
12-Fairy
13-Thought
14-Late
15-Negative
16-Pester
17-Consuma
18-Near
19-Liable
21-Altitude
23-Mimic
24-Rip
26-Undermine
27-Smell
28-Ward
30-Stains
31-Schemed
32-Seraglio
33-Trials
35-Above
40-Also
42-Defeat disastrously
43-We introduced

HORIZONTAL (Cont.)

44-Attack
45-Before (prefix)
47-Half an em
48-Past
49-Apt
51-A musical note
52-Demolished
54-A hard glossy coating
56-Bench
57-Pays

VERTICAL

1-Olive
2-An epic poem
3-Musical note
4-Tavern
5-Rise up
6-Rime
7-Slumber
8-Fruit
9-Rodent
10-Exista
11-A kitchen utensil

VERTICAL (Cont.)

12-Either compounds
23-Sailor
24-Sources
25-Trouble
26-More mellow
27-More mature
28-A tree
29-Wager
32-Home runs
33-A broad thoroughfare
34-To steep
36-Dip in water
37-Tower
38-Hardens
40-Pole of a battery
41-Postpone
44-A style of moulding
45-Prong
46-Emmet
48-Kind of hat
53-Pronoun
55-Musical note

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

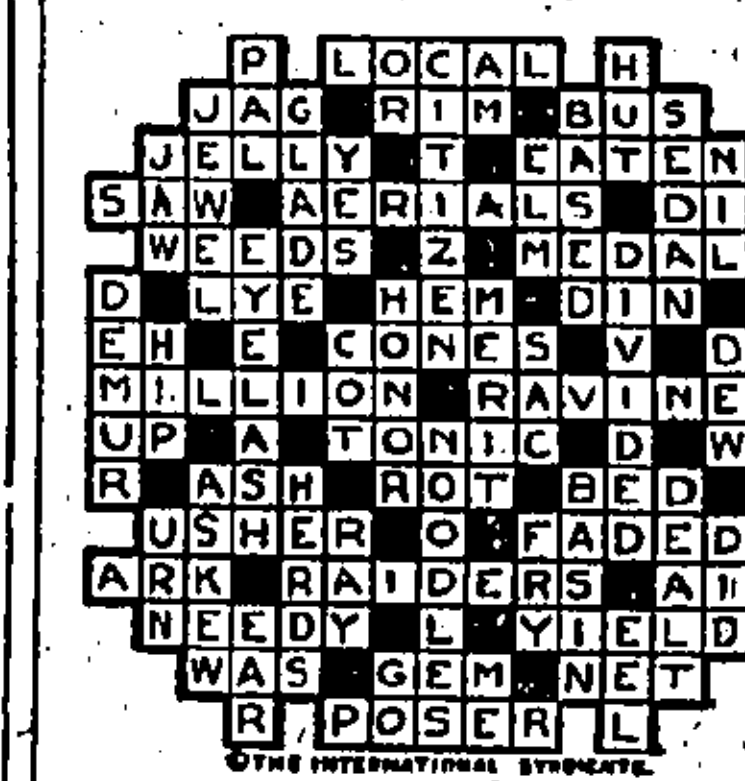
(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

and actresses to show me that I was mistaken." There have been positions more dignified. Secondly, is this to be taken as a precedent? Must, in future, a play be staged and produced, and actors and actresses put in a month's work on it, and critics write about it, before the Censor will cease to see harm where none exists? Are the actors and the manager, with their time and their money, and the public, which may miss a masterpiece, all to be dependent on one man's whim?

"Incredible Conditions." Thirdly, is the Censor to be taken seriously when he adds, as is reported, these incredible conditions as regards the touring of the play: "The same treatment (as in London) shall be given to any provincial touring production, and the play may go on the road only if it is well cast and with sincere artists?"

Comedy has achieved its masterpiece. The vision of the Censor adding to his responsibilities and deciding, in an interview, which of England's leading ladies is a "sincere artist" and pronouncing a judgment in the matter. Where is the pencil, Low?

"There is too much of this joy riding, as it is called," Mr. Bingley, the West London Police Court magistrate.

YESTERDAY'S SOLUTION.

THE INTERNATIONAL SYNGATE.

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M.V. "REMO" Sails on or about 26th April.HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.M.V. "ROMOLO" Sails on or about 3rd April.
S.S. "VENEZIA" Sails on or about 1st May.
M.V. "REMO" Sails on or about 29th May.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.S.S. "UMONA" Sails from Calcutta 1st Apr.
S.S. "UMVOLOSI" Sails from Calcutta 3rd May.
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TENYO MARU Sails 7th April.
KOREA MARU Sails 17th April.
*Calls Keelung.

LONDON via Singapore, Suez, Marseilles & Ports.

HAKONE MARU Sails Saturday, 7th April.

SUWA MARU Sails Saturday, 21st April.

SYDNEY & MELBOURNE via Manila & Ports.

ARI MARU Sails Wednesday, 25th April.

BOMBAY via Singapore, Penang & Colombo.

AWA MARU Sails Wednesday, 11th April.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

BOKUYO MARU Sails Thursday, 19th April.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

HAKATA MARU Sails Tuesday, 10th April.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU Sails Sunday, 15th April.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LIMA MARU Sails Saturday, 14th April.

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU Sails Friday, 30th March.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Sails Friday, 20th April.

SHANGHAI, KOBE & YOKOHAMA.

SEIYO MARU (Kobe direct) Sails Friday, 30th March.

WAKASA MARU (Kobe direct) Sails Saturday, 31st March.

HAKOZAKI MARU Sails Monday, 2nd April.

MAIL AND CARGO STEAMERS TO AND FROM
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.
From MarseillesCHENONCEAUX Sails 10th Apr.
ATHOS II Sails 24th Apr.
D'ARTAGNAN Sails 8th May.
G. METZINGER Sails 22nd May.

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SHIPPING

SECTION.

SIGNALLING.

NAVAL AND MERCHANT
RETURNS.Current Fleet Orders contain ex-
tracts from the quarterly returns
of signalling between H.M. ships
and merchant vessels.First place among naval vessels
in order of merit was taken by the
Eighth Destroyer Flotilla on the
China Station, with 162 successful
exercises.The "Despatch," China Station,
with 87 exercises, came second, and
the "Calliope," on troping service,
was third with 80.

The Mercantile Side.

On the mercantile side first place
was taken by the Indo-China Steam
Navigation Co. with 198 successful
exercises and two failures.The British India Steam Navi-
gation Co. was second with 121
exercises, and the Ellerman Line—
third with 97, neither having any
failures.

PORT OF ANTWERP.

SHIPPING RETURNS OF
THIS YEAR.During the month of February
1928, 893 sea-going vessels, gaug-
ing 1,795,668 tons in all (including
six sailing-vessels of 3,260 t) en-
tered the port of Antwerp.For the same month of last year,
the corresponding figures were 913
ships and 1,837,472 tons. There is
for the two first months of the cur-
rent year, an increase of 75,505
tons.Among the inward ships of
February, 369 flew the British flag,
133 German, 78 Belgian, 63 Dutch,
57 Norwegian, 42 French, 34 Swe-
dish, 28 Danish, 12 American, 9
Japanese, 8 Italian, 7 Greek, 7 Por-
tuguese, 6 Finnish, 5 Lettish, 4
Spanish, 4 Brazilian, etc.—Con-
tributed.

THE "RESOLUTE."

With 380 tourists on board, most-
ly Americans, the Hamburg-Amer-
ica Line round-the-world "Resolute"
arrived at Hong Kong yesterday
afternoon.The visitors are seeing the usual
sights in parties and showing keen
interest in what the shops have to
offer.The "Resolute" sails for Formosa
to-morrow afternoon.The Australian submarines
"Otway" and "Oxley" have had to
abandon their trip to Sydney via
Singapore without convoy. On the
way from England to Malta—where
they were in mail week—the boats
met with terrible weather. Their
wireless was carried away and other
damage done to them. They had
the damage repaired, and the in-
tention is that both shall remain in
the Mediterranean until the sum-
mer, when they will be able to
complete their voyage to Sydney in
company with the two new Aus-
tralian cruisers now building in
Britain.

5 NEW CRUISERS.

THOSE COMING OUT TO
CHINA.The second of the new 10,000-
ton County class cruisers, H.M.S.
"Berwick," Captain R. S. Wykes-
Sneyd, D.S.O., was ordered to leave
Devonport on March 3 for the
China Station, being due at Singa-
pore April 13-16, and at Hong
Kong April 21.The first of these new cruisers,
H.M.S. "Cumberland," Captain A.
L. Snagge, has arrived at Hong
Kong.The third of the class to be ready
for foreign service may be the
"Suffolk," Captain Neil O'Neill.
This ship was joined by a full crew
at Portsmouth on Feb. 7.Another ship of the class is the
"Cornwall," Captain the Hon. W. S.
Leveson-Gower, D.S.O., which so
far has been joined by only a two-
fifths complement at Devonport.Last of all will be the "Kent,"
Captain J. Wolfe-Murray, D.S.O.,
which is not due to be finished
until the end of June, and which is
to relieve the "Hawkins" as flag-
ship of Vice-Admiral Sir Reginald
Tyrwhitt in China.

SHIP'S TOBACCO.

INTERESTING CASE AT
MAGISTRACY.Cheng Fu, the Chief Steward of
the s.s. "Tung On" was yesterday
summoned before Mr. R. E. Lind-
sell at the Central Magistracy by
the Superintendent of Imports and
Exports for being in possession of
tobacco otherwise than in accor-
dance with the provisions of the
Tobacco Ordinance.Mr. J. A. Gordon Leask, for the
defence, raised the point of pre-
cedent, and inquired from the
Superintendent if every vessel
running between Hong Kong and
Canton had to report the presence
on board of tobacco which was
merely kept for the use of the pas-
sengers and crew.Mr. G. R. Sayer replied that they
knew of one instance in which a
report was made, and that was be-
cause the people were prosecuted.Some argument followed be-
tween Mr. Sayer and Mr. Leask
and eventually the Magistrate ad-
journed the case until Thursday
next at 11.30 a.m.

"AMBROSE" LEAVES.

To the accompaniment of crackers
and hearty cheers from the men of
the British Fleet in Hong Kong,
the H.M.S. "Ambrose" and her
flotilla of six submarines left for
England yesterday at about 10.30
in the morning. Now under the
command of Commander A. Poland,
she has been for over eight years
in Eastern waters, her departure
removing a familiar sight in the
harbour. The submarines which
sailed with the mother ship are the
L1, L2, L4, L5, L7 and L8.

LOCAL SHIPPING.

TO-DAY'S REPORT AND
DEPARTURES.

THIS MORNING'S RETURN.

The arrival of vessels this morn-
ing, as recorded at the Harbour
Office in the time under review
ending 9 a.m. this morning, shows
a list of 16 vessels, which include
6 British vessels, 2 Chinese vessels,
3 Norwegian and 3 Dutch, 1 Japa-
nese and 1 German vessel.The cargo imported to the Colony
by the above ships, amounts to a
total of 19,200 tons, to which
amount the British shipped 4,288
tons. All the cargo imported to
Hong Kong is general merchandise,
with the exception of 4,719 tons oil
fuel.Cargo being shipped through this
port for ports beyond totals 11,298
tons, 3,166 tons are being trans-
ported by the British steamers.With regard to the above figures,
the best return shown for cargo
being imported to the Colony by
one vessel, was given by the s.s.
"Andrea" from San Pedro, Yoko-
hama, Messrs. A.P.C.—4,719 tons
oil fuel.The highest figures obtained for
cargo being shipped through for
ports beyond, was registered by the
s.s. "Deli" from Los Angeles—
Messrs. J.C.J.L.—4,300 tons gen-
eral goods.Passengers arrived in the Colony
by the above vessels in time under
review total 4,139 persons, which
include 3,452 Asiatic deck, 283
Asiatic cabin, 404 European cabin.

Departures.

For Swatow:—Menado Maru.
Shanghai:—Tai Lee, Menalusa.
For Canton:—Koyo Maru, Shan-
tung.For K. C. Wan:—Tai Poo Sek.
For Billiton:—Tijisalak.
For Singapore:—Genoa Maru.
For Macao:—Tak Hing.
For Wuchow:—Tai Sze Ma.

Clearances.

For Saigon:—Proper.
For K. C. Wan:—Wing Wo.
For Shanghai:—Honolulu Maru.
For Swatow:—Teau.
For Singapore:—Van Heutsz.
For Takao:—Sourabaya Maru.

Shipping Abstract.

	Arrivals	Departures	Port
British	6	2	23
Japanese	1	3	6
Norwegian	3	0	7
Chinese	2	3	17
Dutch	3	1	7
French	0	1	2
German	1	0	2
Portuguese	0	0	1
Danish	0	0	1
	16	10	67

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EMPERESS OF RUSSIA	May 9	May 12	May 15	May 18	May 27
EMPERESS OF ASIA	May 30	June 2	June 5	June 8	June 17
EMPERESS OF CANADA	June 13	June 16	June 19	June 21	June 30
EMPERESS OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPERESS OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPERESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPERESS OF RUSSIA	Aug. 20	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPERESS OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29

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O. S. K.

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LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	Monday, 9th April.
ALASKA MARU	Monday, 9th April.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	Friday, 27th April.
LAPLATA MARU	Thursday, 5th April.
SHUNGO MARU (Calls at Kataguchi)	Thursday, 19th April.
BORNEO MARU (Calls at Penang)	Thursday, 19th April.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR & NOMBASA—Via Singapore and Colombo.	Saturday, 31st March.
CANADA MARU	Saturday, 31st March.
CALCUTTA—Via Singapore, Penang and Rangoon.	Friday, 27th April.
SEATTLE MARU	Friday, 27th April.
VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Japan Ports.	Saturday, 7th April.
ARIZONA MARU (From Shanghai)	Saturday, 7th April.
HAIPHONG—Via HOIHOW & FAKHOI	Thursday, 12th April, 10 a.m.
MENADO MARU	Thursday, 12th April, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.	Wednesday, 28th March.
JAPAN PORTS	Friday, 13th April.
SOURABAYA MARU	Wednesday, 28th March.
ANDES MARU	Friday, 13th April.
KEELUNG Via SWATOW & AMOY.	Wed., 28th Mar. 10 a.m.
MENADO MARU	Sunday, 8th April 11 a.m.
HOZAN MARU	Sunday, 16th April 11 a.m.
KISHU MARU	Sunday, 16th April 11 a.m.
TAKAO—Via SWATOW & AMOY	Thursday, 5th April 10 a.m.
DELI MARU	Thursday, 5th April 10 a.m.
TAKAO & KEELUNG	Monday, 30th April.
BATAVIA MARU	Monday, 30th April.
CANTON	Saturday, 31st March.
DELI MARU	Saturday, 31st March.

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INAGORE	5,233	21st Apr.	Marseilles & London
MOORE	10,946	28th Apr.	Marseilles & London
LAHORE	5,233	5th May	Marseilles & London
KASHGAR	9,096	12th May	Marseilles, London, Antwerp & Hull
KIDDERPORE	5,334	19th May	Straits, Colombo & Bombay
MAIWA	10,946	26th May	Bombay, Marseilles & London
JEYPORE	5,318	2nd June	Marseilles & London
JALPORE	5,273	9th June	Straits, Colombo & Bombay
DELTA	8,097	16th June	Marseilles, London, Antwerp & Hull
NOVARA	6,989	23rd June	Marseilles & London
RAMPURA	10,946	30th June	Bombay, Marseilles & London
KHYBER	9,114	7th July	Marseilles, London, Antwerp & Hull
ANKIN	7,058	14th July	Marseilles & London
RAWALPINDI	10,919	21st July	Bombay, Marseilles & London
KASHMIR	8,096	28th July	Marseilles, London & Antwerp
RAJPUTANA	10,508	4th Aug.	Bombay, Marseilles & London

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ARAFURA	6,000	3rd Apr.	Shanghai, Kobe, Osaka & Yokohama.
TALAMBA	8,018	10th Apr.	Shanghai, Kobe, Osaka & Yokohama.
KASHGAR	9,096	17th Apr.	Shanghai, Kobe & Yokohama.
*JEYPORE	5,318	24th Apr.	Shanghai, Kobe & Yokohama.
HATTIPARA	7,754	1st May	Shanghai, Kobe & Yokohama.
KIDDERPORE	5,334	8th May	Shanghai, Kobe & Yokohama.
MAIWA	10,946	15th May	Shanghai, Kobe & Yokohama.
TALMA	10,000	22nd May	Shanghai, Kobe & Yokohama.
*ALPORE	5,273	29th May	Shanghai, Kobe & Yokohama.
TANTA	6,954	5th June	Shanghai, Kobe, Osaka & Yokohama.
NOVARA	6,989	12th June	Shanghai, Kobe & Yokohama.
DELTA	8,097	19th June	Shanghai, Kobe & Yokohama.
RAMPURA	10,946	26th June	Shanghai, Kobe & Yokohama.
*ANKIN	7,058	3rd July	Shanghai, Kobe & Yokohama.
ST. ALBANS	4,500	10th July	Shanghai, Kobe, Osaka & Yokohama.
KHYBER	9,114	17th July	Shanghai, Kobe & Yokohama.
RAWALPINDI	10,919	24th July	Shanghai, Kobe & Yokohama.
NELORE	6,983	31st July	Shanghai, Kobe & Yokohama.
KASHMIR	8,096	7th Aug.	Shanghai, Kobe & Yokohama.
ARAFURA	6,000	14th Aug.	Shanghai, Kobe, Osaka & Yokohama.
RAJPUTANA	10,508	21st Aug.	Shanghai, Kobe & Yokohama.

*Cargo only.

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SURPLUS TONNAGE.

LAYING-UP PROBLEMS AND
OVERBUILDING.

A DANISH CRITICISM.

In view of the continued depression in the shipping industry, it is not surprising that the old scheme of reducing the surplus tonnage by artificial means through laying up or scrapping is coming more and more into the foreground. Of these two schemes, the laying up seems to be the most popular, although it still remains merely theoretical. In Scandinavia, especially in Norway, there is a strong feeling that something should be done, and in the latter country a campaign is being organised for laying-up on the principle of mutual insurance. It is proposed to get the other Scandinavian countries into line and then to seek international co-operation.

Pending further development of the movement, the voluntary laying-up in the Scandinavian countries is steadily increasing. In Norway over 350,000 tons, in Denmark something over 80,000 tons, and in Sweden about 100,000 tons have been laid up. This is in so far a healthy sign, but what is the use of taking these measures if they are counterbalanced by activity in the shipbuilding yards. Here we are faced with a very serious situation. On the one hand a great surplus of tonnage with consequent depression; on the other hand, steamers after steamers being launched by the shipyards, thus thwarting the ends which the laying-up owners have in view.

But probably the most alarming aspect of the situation is the growing tendency to grant subsidies and loans for shipbuilding purposes. In France it is contemplated to set aside enormous sums by the Government for building of new vessels, while in Italy it is intended to establish mortgage institutions with State support and low interest. Then in Norway a mortgage bank has been established (Hypothek bank), and in Sweden loans are granted for the building of both Swedish and foreign vessels to be built in that country.

In Finland the Government is granting freely loans with low interest for the building and purchase of tonnage. In Denmark loans are granted to foreign owners up to 75 per cent. In Germany the shipyards are readily granting facilities, and it is stated that in one case a Norwegian owner has obtained as much as 90 per cent. loan for the building of two vessels. In Holland offers of loan are made up to 60 per cent. through banks, plus 20 per cent. from the shipyards. In Belgium the shipyards are equally willing to grant loans. In Russia it is reported that 25-30 motor vessels are being built representing about 70,000 tons. At the same time about a dozen motor vessels have been ordered in France and Germany.

Baltic Resolution.

There is nothing new under the sun. In the year 1925 the Baltic and White Sea Conference, which has always had its watchful eye on the welfare of shipowners, discussed this matter of overbuilding and subsidies along with the problem of laying-up tonnage, at its general meeting in Oslo, when a resolution was passed to the following effect:—

"That this annual general meeting of The Baltic and White Sea Conference, representing 18 maritime nations views with alarm the policy of some Governments and local authorities of offering financial facilities for building tonnage at a time when the world is suffering from a superfluity of tonnage, and having regard to the fact, that the overseas trade of the world is substantially less than the volume in 1913, while the effective tonnage available for such trade is still in excess of the tonnage at that time, considers that the interests of international trade require that this policy be discontinued."

This resolution was warmly supported by prominent members present and carried unanimously. Unfortunately we are no further advanced since then, but, on the contrary, things have drifted from bad to worse.

Taking Denmark by itself, the shipbuilding yards have scarcely ever been so busy as at present. Not only are the yards full up for the whole of this year, but fresh orders are expected. Of the vessels building no less than 13 are for Norwegian account, all of which with motor power, are from 5,000-13,000 tons.

Here in Denmark the owners, who are mostly interested in the Baltic Trade, are prudently keeping their tonnage back hoping that things will improve, but it cannot be denied that they view the future with gloomy foreboding, and that there appears to be no sign of improvement in the overseas markets. In this connection it is difficult to see the optimistic view which

WORLD'S SHIPS.

INCREASED TONNAGE UNDER
CONSTRUCTION.

MOTORSHIPS INCREASING

To all interested in the immediate future of mercantile shipping, the statement issued by Lloyd's Register about mid-January as to the shipping under construction at the end of 1927 has more than usual appeal. The figures given constitute striking evidence of a greatly improved condition of affairs in the shipyards throughout the world, and more especially in those of Great Britain and Ireland. After a depression lasting well over two and a half years the tonnage now building in Great Britain and Ireland reached 1,600,000 tons and is larger than the combined tonnage under construction in the rest of the world.

The figures for Great Britain and Ireland—1,579,713 tons—are not only more than double those reached twelve months ago, but they include practically no tonnage in which work is suspended. Of the total tonnage now building in Great Britain over 200,000 tons will be registered in the British Dominions, while close on 200,000 tons are intended for foreign owners.

Other Countries.

In other countries there are 1,539,000 tons under construction. Germany leads with 472,295 tons, which is considerably more than double the tonnage building in that country at the end of December, 1926. Italy has 183,216 tons under construction; Holland, 174,887 tons; France, 115,029 tons; and Sweden 100,700 tons. Although so much higher than the average for the last five years, the present world total of 3,118,721 tons is still 185,000 tons lower than the average reached during the twelve months before the war.

As regards type or class of tonnage being built, a remarkable feature is the increase in oil tankers. This represents as much as 24 per cent. of the total tonnage under construction throughout the world. The growth has been constant. At December, 1926, the tanker tonnage building was 371,000 tons; at the end of March, 1927, it had increased to 603,000 tons; at the end of September it was 775,600 tons and is now 744,700 tons, of which large total 339,500 tons are building in Great Britain and Ireland.

Motor v. Steam.

Motorship versus steamship is also a subject strikingly reflected in the latest figures. These show that shipowners tend more and more to yield in their allegiance to the time-tried steam engine in favour of the internal combustion engine and its concomitant advantages. The world figures for motorships—1,609,888 tons—actually exceed by 115,356 tons the total for steam tonnage. The preference being shown for motorships, however, is more marked in other countries than our own! Aboard the motorship tonnage reaches 956,994 tons, which is over 62 per cent. of the total tonnage building, while in Great Britain and Ireland motorships building represent 652,894 tons or 44 per cent. of the total.

The general trend of oil engine development is also well evidenced by considering only large ships. Taking only into account vessels of 6,000 tons and upwards now under construction, there are 127 motorships and only 60 steamers. Of the 56 vessels which exceed 10,000 tons each, 39 are motorships and 17 are steamers.

BERGEN STEAMSHIP CO.

The Bergenske Dampskibsselskab reports net profits of 1,266,000 kr. for 1927, after having previously written off 1,174,000 kr. for depreciation of the ships, etc. It has been decided to pay a dividend at the rate of 7 per cent.

The company reports that it has entered into a friendly agreement with those jointly interested in the Norsk-Russiske Dampskibsselskab—Aros, Ltd., of London, and Northern Timber Trust (Sveveolers)—for the dissolution of the Norsk-Russiske Dampskibsselskab. The Russian interests have reserved to themselves an option to take over four of the ships owned by the latter company, but should this option not be exercised, the Bergen company will acquire all the ships. It is added that the system of co-operation in London will be continued.

appears to prevail in the shipping centres of Great Britain. Let us hope that the optimistic view will prove to be right. In the meantime the only solution out of the difficulties would appear to be found in a wholesale and organised laying-up of tonnage. But to carry this into effect, it would appear that international co-operation is necessary.

PASSENGER LISTS.

ARRIVALS.

Through passengers on the E. & A. s.s. "St. Albans," arrived at Hong Kong on March 28 from Japan and bound for Australian ports were:—Mr. J. Morley, Mr. B. W. Bennett, Mrs. Lister Henry, Mrs. F. E. Watts, Mr. C. Shiba.

Passengers arrived at Hong Kong on the M.M. "Porthos" from Kobe and Shanghai on March 27 were:—

Mr. Le Garreo, Mr. P. J. Klink, Mr. P. M. Blum, Mr. Mr. Chauville, Mr. G. Blum, Mr. Handry, Miss Guest, Mr. H. L. Block, Mr. T. Liu, Mr. Zau Chang, Mr. G. Tehang, Mr. T. Yane, Mr. Y. Pang, Mr. T. Y. Wong, Mr. D. S. Chen, Mr. F. T. Wen, Mr. L. Wong, Mrs. Chen, Mr. Chan Kwai-choon, Mr. P. Lee, Miss H. C. Lee, Mr. C. F. Wu, Mr. K. H. Wu, Miss Lee, Mr. P. B. Kao, Mr. W. C. Que, Mrs. Ching Lee, Mrs. K. Gubby, Mrs. Colloco, Miss Colloco, Mr. K. D. Liang, Mr. K. V. Ou, Mr. S. W. Liang, Mrs. C. C. Yieh, Mr. K. L. Liang and Babe, Mr. and Mrs. Li Pi-sun, Mr. and Mrs. L. G. Chuck, Mr. Ling, Mr. K. O. Tsang, Mr. K. Cheng, Mr. M. L. Cheng, Mr. S. T. Kuo, Mr. Y. M. Kuo, Mrs. Chi, Mrs. Liu, Mrs. Chen, Miss Chen, Mr. K. T. Zl, Mr. C. K. Lee, Mr. Z.-H. Yang, Mr. K. S. Yung, Mr. W. C. Yue, Mr. J. C. Lu, Mr. S. Y. Dai, Mr. K. T. Ou, Mr. T. W. Ki, Mr. S. B. Ling, Mr. Z. Y. Lee, Mr. Chen, Mr. Tsan Vancol, Mr. Ng Fan-tho, Mr. Montso, Mr. Doan Van-sang.

DEPARTURES.

Passengers sailed from Hong Kong on the M.M. s.s. "Andre Lebon" for Shanghai on March 27 were:—

Mr. C. Nopper, Mr. J. Gauthier, Mr. Serres, Mr. H. L. Block, Mr. Ford, Rev. Fr. Polly, Mrs. Chaillet. Passengers sailed from Hong Kong on the M.M. s.s. "Porthos" for Saigon and Marseilles on March 27 were:—

Mr. N. Lampard, Mr. G. Ducloux, Mr. J. R. Lund, Mr. A. Ossorio, Miss I. Reubin, Miss C. da Cruz, Miss M. da Cruz, Miss A. Brondeau, Mr. and Mrs. Ch. Poizat, Mrs. J. Spier Simson, Mrs. O. F. Farrar, Mr. and Mrs. Goldenberg, Mrs. Y. Gaizette (Sister M. Lea), Rev. Fr. de Neuville, Rev. Fr. Maximino Alonso, Miss E. Berger, Miss G. Bayless, Mr. A. Tecmo.

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No Fire Insurance will be effected by us in any case whatever.

L. LESDOS,

Agent.
Hong Kong, 27th March, 1928.



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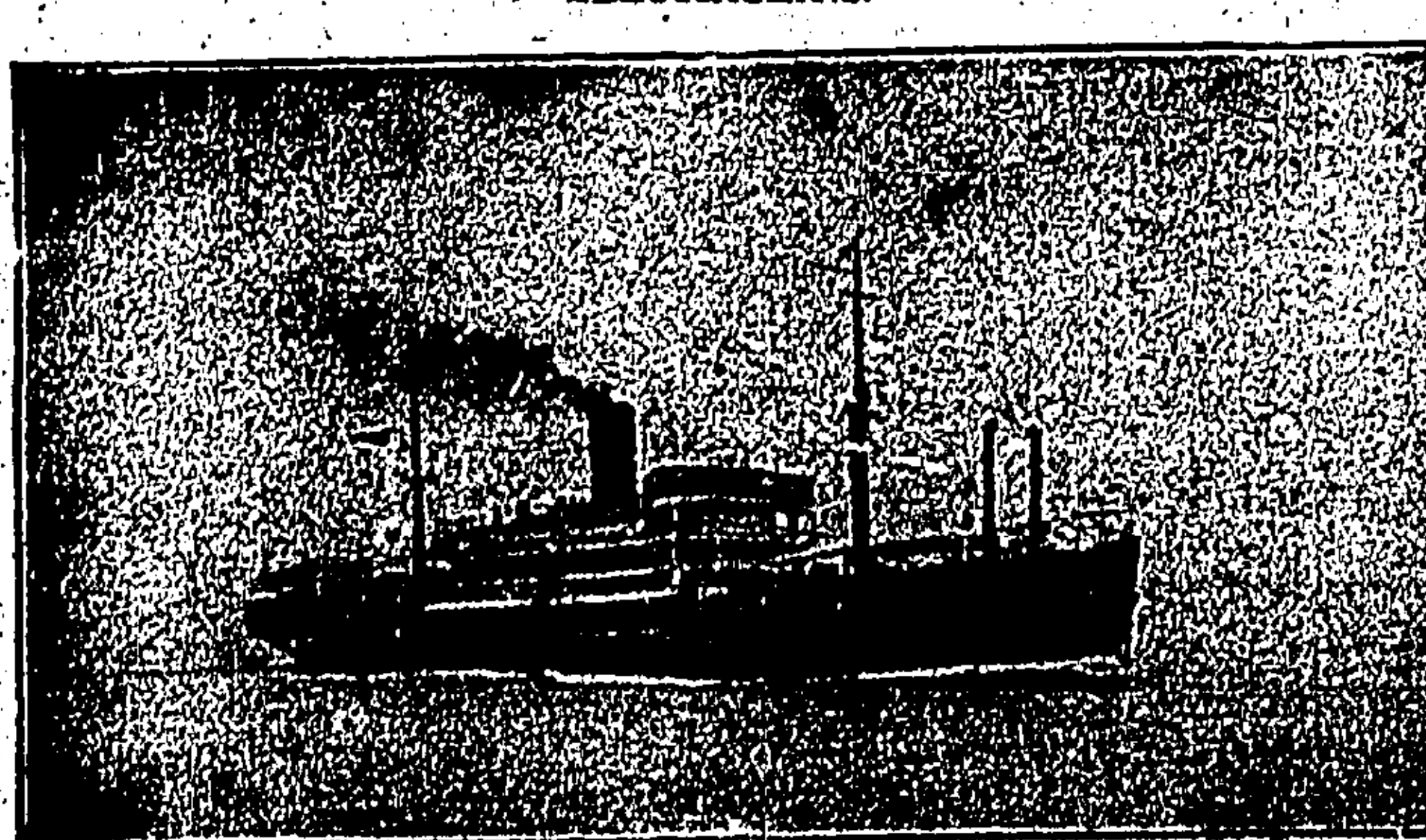
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"I was dumbstruck when I got the summons."—At Clerkenwell

OLD, OLD STORY.

THE BANKNOTE TRICK AGAIN.

A WOMAN'S LOSS.

A variation of the very old banknote trick was played by two Chinese on an unsuspecting woman yesterday.

According to a statement made to the police by the credulous female, a widow named Wu Wan-chi, she is a stranger in Hong Kong, having come here on a visit, and is putting up at the China Boarding House in Connaught-road Central.

About 3 p.m., yesterday, she went out to do some shopping. As she was passing Sincere's, she was accosted by two respectfully dressed men. They told her that they had just arrived in the Colony, and pending the arrival of a remittance from their wealthy relatives, they were without funds.

Thank goodness, however, they had some jewellery between themselves and starvation.

At this point one of the men produced a good-sized paper parcel and permitted the woman to hold it in her hand to feel its weight. The jewellery in the parcel, the men claimed, was worth \$1,000.

The jewellery had been in the family so long that the men were reluctant to part with them for good, they would rather raise a loan on them and redeem them when their remittance arrived.

The woman suggested that the men take the jewellery to a pawnshop. This was exactly what the men had thought of, but unfortunately they were so hopelessly at a loss and bewildered in this big foreign city that they did not even know where to find a pawnshop.

Would the lady be so kind as to assist them?

Although she was a stranger in Hong Kong herself, the woman was proud in the knowledge that at least she was not so "dumb" that she could not find a pawnshop. She agreed to help the "pokels" out.

Changed Hands.

The parcel of so-called jewellery accordingly changed hands. Then, as the woman was about to depart on her hunt for a pawnshop, one of the men politely suggested that they were strangers after all, and it would be more satisfactory for all concerned if the woman allowed them to hold some security for the jewellery.

It never entered the unsuspecting woman's head to suggest that there was nothing to prevent the men following her to the pawnshop and go inside themselves and do their own business.

Instead, she readily parted with \$500 in money and a pair of gold earrings as security for a parcel the weight of which she had felt, but she only had the men's word that it contained valuable jewellery.

Then, after extracting a promise from the men that they would wait for her exactly at the spot she had left them, the woman departed.

She inquired from several people the way to the nearest pawnshop, and eventually found herself outside one. She entered and, handing up the parcel, proudly told the pawn broker that its contents were worth \$1,000, but she wanted to raise only \$500 on the jewellery, and that only for a couple of days.

Piece of Metal.

The pawn broker started to open the parcel. He peeled off innumerable sheets of paper until he had quite a heap beside him. Then finally he unwrapped the last sheet to reveal a piece of metal which had been placed in the parcel to give it weight!

Picking up the metal, the pawn broker exhibited it to the woman and informed her that he would not advance her five cents on that bit of scrap iron, let alone \$500. She must be crazy, and if she did not leave immediately, he would send for the police and have her removed.

But the pawn broker might have saved his breath. Snatching up the scrap iron and some of the paper, she flew out of the pawnshop and made straight for Sincere's, outside which she had left the men.

On arrival she found that they had disappeared with her money and earrings. Then she began to cry and lament her loss. A sympathetic man led her to a policeman who took her to the Central Police Station, where she told her story. The men are still at large.

Nearly 100 taxicab drivers drove to the funeral at Lambeth Cemetery of Mr. Lawrence Russell, London district secretary of the cab section of the Transport and General Workers' Union.

The Shanghai Nationalist Commissioner of Public Safety is reported to have ordered the suppression in Chinese territory of a Communist film which has been banned by the International Settlement authorities.

LEGITIMACY.

DECLARATIONS FOR CHILDREN OF BARONET.

57 YEARS AGO.

Mr. Justice Hill, in the Probate and Divorce Division, made declarations under the Legitimacy Act, 1926, in the case of three daughters and a son of the late Sir Henry Percival de Bathe, baronet, after an affidavit by their mother, Lady (Charlotte) de Bathe, now 90 years of age, had been read.

Mr. Bayford, K.C., said the cases before the court were the first four legitimacy declarations by four persons who were members of the same family, and children of the same parents. The evidence in all four cases was practically identical.

He represented the first three petitioners, with Mr. C. L. Beddington, Mr. Beddington appeared alone for Mrs. Winifred McCalmont, Mr. G. S. C. Rentoul, M.P., appeared for the Attorney-General, and Mr. Ponsonby was present watching the proceedings on behalf of Mrs. Bridget de Bathe, daughter of Mr. Patrick de Bathe.

The Petitions.

The petitions were those of Lady (Olive) Burnham (wife of Lord Burnham), Mr. Maximilian John de Bathe, Lady (Phyllis) Somerleyton and Mrs. Winifred McCalmont.

Mrs. Bridget de Bathe, who was represented by Mr. Ponsonby, was daughter of Mr. Patrick de Bathe, brother of Sir Henry de Bathe, who married Mrs. Langtry.

Mr. Patrick de Bathe and Sir Henry were sons born after the marriage.

Mr. Bayford said that the Act, where the parents of an illegitimate person married one another before or after the commencement of the Act, rendered that person, if living, legitimate from the commencement of the Act, or the date of the marriage, whichever last happened.

The court needed to be satisfied of the marriage and the fact that neither was married to a third party at the time of the birth of the child.

Sir Henry Percival de Bathe was the father of the four petitioners domiciled in England, as the Act required, and he lived with a lady named Charlotte Clare for some years before they were married.

The Marriage.

They were married on December 20, 1870, at the Parish Church of Chalfont St. Giles, Bucks. The reason they were not married before was that Sir Henry's father had objected to the marriage.

Sir Henry's father died on March 10, 1870.

The four petitioners in these cases were then children, all born before December 20, 1870.

Lady Burnham was born on November 20, 1861—her name was Olive—at Victoria-road, London (now Buckingham Palace-road).

She married on January 2, 1884, Mr. Harry Lawson Webster Lawson, at St. Margaret's, Westminster, and her father was one of the witnesses of that marriage.

Winifred, who was now Mrs. McCalmont, was born at Elizabeth-square, Eton-square and was baptised on October 23, 1863. She married her first husband, Mr. William Atmar Fanning, on January 11, 1882, at St. Margaret's Westminster.

Sir Henry de Bathe was a witness of that marriage. Mr. Fanning died on September 5, 1896.

She married the second time Harry McCalmont, on July 5, 1897, at St. Paul's, Knightsbridge. Her father was a witness to that marriage.

Mr. Maximilian John de Bathe was born in June, 1867, and Lady Somerleyton in 1869, both at 130, Belgrave-road.

Lady Somerleyton married Mr. Saville Brinton Cressley, now Lord Somerleyton. Her father was a witness of the marriage.

An agreement was made on the day before the marriage, in 1870, of Sir Henry Percival de Bathe, relating to money matters with regard to the children.

An order had been made by Mr. Justice Bateson that the evidence of Lady (Charlotte) de Bathe, now an old lady, should be taken by affidavit and that affidavit read.

The Affidavit Read.

Mr. Bayford then read the affidavit, sworn on March 1 last. Lady (Charlotte) de Bathe said she was married on December 20, 1870, to Major-General Sir Henry Percival de Bathe at Chalfont St. Giles. Neither she nor Sir Henry Percival de Bathe had been previously married.

Previous to the marriage she lived with him for 13 years as his wife at Hans-place, and various West-End addresses, finally at 130, Belgrave-road. She had seven children, of which he was the father.

The affidavit concluded by stating that after the marriage their seven children lived with them and were maintained and educated by her husband in accordance with a written agreement.

They were treated in every way as members of the family, and when their daughters married her husband attended the weddings, gave them away, and made marriage settlements in two cases.

Two sons were born after the marriage—Henry Hugo Gerald, in 1871, and Patrick Wynne, in 1876.

Sir Percival died in January, 1907, and was succeeded by Hugo Gerald de Bathe.

Lady Burnham, in the witness-box, in reply to Mr. Bayford, said she lived at Hall Barn, Beaconsfield, Bucks, and was born in November, 1861.

She lived with her father and mother, Sir Henry Percival de Bathe and Lady Charlotte de Bathe, up to the time of her marriage.

The Affidavit of her mother, which had been read, was accurate. Her mother, now 90 years old, was unable to come to court. Lady Burnham said she had several brothers and sisters, namely, Mary Kate, Henry Percival, Cecily Winifred, Maximilian John, Phyllis, Hugo Gerald, and Patrick Wynne.

For a time they all lived together at home with their parents. Winifred, the widow of Mr. John McCalmont, and Maximilian, her brother, were now in the South of France, and Phyllis Lady Somerleyton was in South Africa.

Her father, Sir Henry Percival de Bathe, lived all his life in England, as also did Sir Henry's father.

Solicitor's Evidence. Mr. Edmund Thomas Moore Teesdale, solicitor, Old Jewry, a partner in the firm of solicitors who had acted for many years for Major-General Sir Henry Percival de Bathe, said he had known both Sir Henry and Sir Henry's father, who lived at Portman-square and Woodend, Chichester.

Sir Henry was domiciled in England all his life, and treated all the children as his own, they living with him and Lady de Bathe.

Mr. Talbot Ponsonby, for the infant daughter of Mr. Patrick de Bathe, said he was in favour of the petition.

Mr. Rentoul (for the Attorney-General) also said he had no objection, the Attorney-General merely considering it his duty to ensure that all the facts were brought before the court.

The judge found that petitioners were the children of Henry Percival de Bathe and Charlotte Clare, and were born before the marriage, and that the parents were subsequently lawfully married. He made the declarations asked for in each case.

In reply to a question by the judge about costs, Mr. Rentoul said in these cases the Attorney-General made it a practice not to ask for costs.

ANCIENT HITTITES.

Children of the Hittite race who went to school in Asia Minor about 1000 B.C. had to learn dead languages just as the modern school boy learns Latin. Baked clay tablets found in the capital city of the ancient Hittite Empire have been deciphered by scholars, who say that eight languages are represented on them, written in the neat, wedge-shaped characters known as cuneiform writing.

The Sumerian language was then long dead, but the Hittites learned it and taught it to their children, because they believed that charms sung in the old language were peculiarly effective. In some of the tablets the Sumerian text is followed by columns containing the same text translated into the official Hittite language and into Babylonian, and also a column pronouncing the Sumerian words. Babylonian was apparently the language of diplomacy among the Hittites.

Several thousand tablets were discovered in a palace, and a temple used as a record office, by German archaeologists some years ago, but early attempts at reading them were hampered because the different languages were not sorted out. Writers of long records on the baked tablets were careful to indicate the sequence from one tablet to the next, and usually at the end of the document the author wrote his name, his profession, and place of residence, in modern fashion.

An officer of the P. & O. "Mantha," which took a large number of the Royal Marines from Shanghai last November, speaks in glowing terms of their general behaviour. "They are a splendid body of men," he states, "and gave not the slightest trouble in any way from the time they left Shanghai till they arrived in England."

This information, though gratifying, is by no means surprising as the Marines, while they were in Shanghai, were second to none in the world.

REVOLVER SHOT.

MOTORIST FIRED AT.

MYSTERY SALOON CAR.

A shooting incident in which a young Teddington motorist narrowly escaped injury is being investigated by the Ewell police.

As Mr. G. Blackwell, jun., of Waldegrave-road, Teddington, was motoring in the Ewell-road, West Ewell, he was suddenly confronted with a spotlight of a motorcar which swept the road and finally focused his own car.

He dimmed his lights and slowed down, but as he was passing the other car, which was stationary, a revolver shot rang out. A bullet whizzed by his car and embedded itself in the upholstery at the back of the car.

He accelerated, but as the car did not turn and follow him he pulled up. Later he turned back to investigate, but the other car had then disappeared.

The landlord and his son at an inn near by heard the report and rushed out. They were just in time to see a saloon car drive off at a fast pace.

In an interview, Mr. Blackwell, junior, said:—

"The spotlight of the car, which was standing at the side of the road, picked me out for some distance as I approached. I naturally thought it was a signal for me to dim my headlights, but to my amazement as I passed, I heard the report of a revolver and a bullet whizzed past me.

"As far as I could see the car was a dark saloon, and the shot must have come from the driver's seat.

"It was fired at not more than two yards distance, and the noise of the report deafened my right ear for several hours."

CINEMA NOTES.

LON CHANEY'S WEIRD NEW FILM.

Lon Chaney has perhaps one of the strangest roles of his career in "The Unknown," the mystery film which comes to the Queen's Theatre to-day until Saturday. The story deals with a sinister armless sideshow freak, who, from his hiding place in a circus, is the guiding brain of an underworld gang of criminals.

During the film Lon Chaney displays uncanny skill with his feet, using them to eat, drink, smoke, shave and throw knives! Other members of the cast include Joan Crawford, as the circus girl whom the freak comes to love; Norman Kerry as the strong man who also claims her hand, and Nick de Ruiz as Zanzi, a strange dwarfish figure who knows the freak's amazing secret. "The Unknown" is a weird romance, with a thrilling climax. It is a picture that will be remembered.

An added attraction at the Queen's Theatre during the run of "The Unknown" is the return engagement of Miss Chee Toy, the charming Chinese singer, who will render popular new song numbers from her repertoire. Miss Chee Toy will appear at all four shows and her return will give general pleasure.

"THE RUNAWAY."

The new picture at the Star Theatre to-day, "The Runaway," is an exciting story of the Kentucky mountains, with a little New York movie actress hiding from justice and causing a tremendous conflict between two powerful clans. The mysterious shooting of a wealthy young New Yorker in a Tennessee city, the girl's flight from the scene of the tragedy, her plea to a young mountaineer to shelter her, and the drama that results when the "dead" man appears in the mountain settlement seeking vengeance, lend suspense to the story. Clara Bow is the girl, Warner Baxter the mountaineer, and William Powell, the New Yorker. Set in the heart of the Kentucky mountains the picture is notable for its beautiful background. "The Runaway" will be screened at the Star Theatre until Saturday.

"ORPHANS OF THE STORM."

An exceptionally large cast headed by Eillian and Dorothy Gish, Joseph Schildkraut, Sheldon Lewis, Creighton Hale and Monte Blue is only one feature of "Orphans of the Storm" which is to be shown at the World Theatre to-day and tomorrow. Dealing as it does with the French revolution, the picture is lavish in its settings of that period, while D.W. Griffiths, the eminent director, has spared no trouble or expense in reproducing the atmosphere of the time with the utmost realism. "Orphans of the Storm" is a picture that can be seen again and again, so perfect is its execution.

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "The Unknown," also at all performances, Miss Chee Toy in popular new numbers.

To-day—World Theatre; "Orphans of the Storm."

To-day—Star Theatre; "The Runaway."

To-day—Dance, at the Cheer O.Y.M.C.A., at 7.30 p.m.

March 30—Children's afternoon at Helena May Institute, 5 p.m.

March 30—Dance, at the Cheer O.Y.M.C.A., at 7.30 p.m.

March 31—Music, at the Cheer O.Y.M.C.A., at 7.30 p.m.

April 1—World Theatre; "Hold That Lion."

April 1—2—Star Theatre; "You Never Know Women."

April 1—5—Queen's Theatre; "Flash and the Devil."

April 3—Star Theatre; The Wilbur Players in "The Sap," 9.15 p.m. only (no cinema performance).

April 3—4—World Theatre; "Oh What a Nurse."

April 4—7—Star Theatre; "Love's Blindness, 2.30 p.m. to 8.30 p.m.; The Wilbur Players in "The Sap," at 9.15 p.m.

Sports. March 31—Fanning Hunt Steeplechase (Easter Meeting) 3 p.m.

March 31—Queen's College annual athletic sports meeting, Causeway Bay.

March 31—Boxing tournament, Lee Theatre, 9.15 p.m.

April 7 & 9—Third extra race meeting of the H.K. Jockey Club, Happy Valley.

April 15—Seventh extra race meeting of the International Race & Recreation Club of Macao, Ltd.

Lammers' Auctions. March 30—At Sales Room, household goods, etc., etc., 2.30 p.m.

Meetings. March 30—Twenty-eighth annual meeting of Kowloon Bowling Green Club, in Club House, 6 p.m.

April 2—Annual meeting of Douglas Steamship Co., P. & O. Bldg., 11 a.m.

April 2—Extraordinary general meeting of the Hong Kong Electric Co., Ltd., at P. & O. Building, 12.30 p.m.

April 4—Seventeenth annual meeting of shareholders of the Bank of Canton, Ltd., 6, Des Voeux-road, Ctl., 2.30 p.m.

April 11—Third annual meeting of Hong Kong Telephone Co., Ltd., at Exchange-bldg., Des Voeux-road, Ctl., (2nd floor) noon.

April 12—Annual meeting of the Hong Kong & Shanghai Hotels, Ltd., at Exchange-bldg., Des Voeux-road, Ctl., noon.

April 13—Yearly meeting of shareholders of the Hong Kong Realty & Trust Co., Ltd., Exchange-bldg., at noon.

April 14—General meeting of members of The Prince's Bldg. & Land & Co., Ltd. (in liquidation), 6, Des Voeux-road Ctl., noon.

April 20—Annual meeting of members of the Victoria Recreation Club at V.R.C., 6 p.m.

Miscellaneous. To-day—Lenten Mission in Catholic Cathedral; sermon by Rev. G. Byrne, S.J., Subject: "The Cry of Empty Heart." Text: "An Altar on which was written: to the Unknown God" (Acts XVII, 23), 6 p.m.

To-day—"China" exhibition: St. Andrew's Church Hall and grounds, from 3 to 10 daily.

March 30—Annual dinner of the Institution of Engineers and Shipbuilders, 8 p.m.

March 31—Prize distribution & Concert of Dockland English School, Bonham-road, 2 p.m.

April 14—Eighteenth annual dinner of the Q.C.O.B. Assn. at Queen's College Hall, 8 p.m.

April 17—Annual inspection of the Hong Kong Police, Murray parade ground.

April 27—Laying of foundation stone of new St. Stephen's-bldg. by H.E. the Governor, 3.30 p.m.

PASSENGER LIST.

ARRIVALS.

Passengers disembarked at Hong Kong from the P. & O. s.s. "Morea" arrived on March 29 from London, Marseilles, Colombo, Penang and Singapore were:—

Mr. J. Moss, Mr. and Mrs. C. Miss L. & the Matras, C. & W. Evans, Maj. and Mrs. W. Hanna, Nurse Webster, Mr. and Mrs. T. Daddars, Mr. and Mrs. A.O. Oliver, Mr. J. McKelvie, Capt. J. D. Nares, Mr. G. Humphrey, Surg. Capt. Keir, Maj. W. Christall, Mrs. V. Norris, Mr. J. Hawker, Miss E. G. Tate, Mr. E. Crane, Mr. and Mrs. G. Lamb, Mr. G. Towns, Miss M. Barron, Mr. P. Kahn, Mr. W. Hall, Mr. Lokomal, Mr. P. S. Owen, Miss Felerim, Mr. and Mrs. H. Dehn, Mrs. H. Ireland, Mr. R. Hadley, Mr. and Mrs. W. E. Seel, Mr. C. C. Chop, Mr. Mutzenkeher, Mr. R. Rethman, Mr. J. Hands, Mr. F. Day, Mr. V. Marus, Mr. G. Frestone, Mrs. Chen, Susan, Miss M. Yuen, Miss Wong, Mr. Chang Han-yai, Mr. Lim Hong-nam, Mr.



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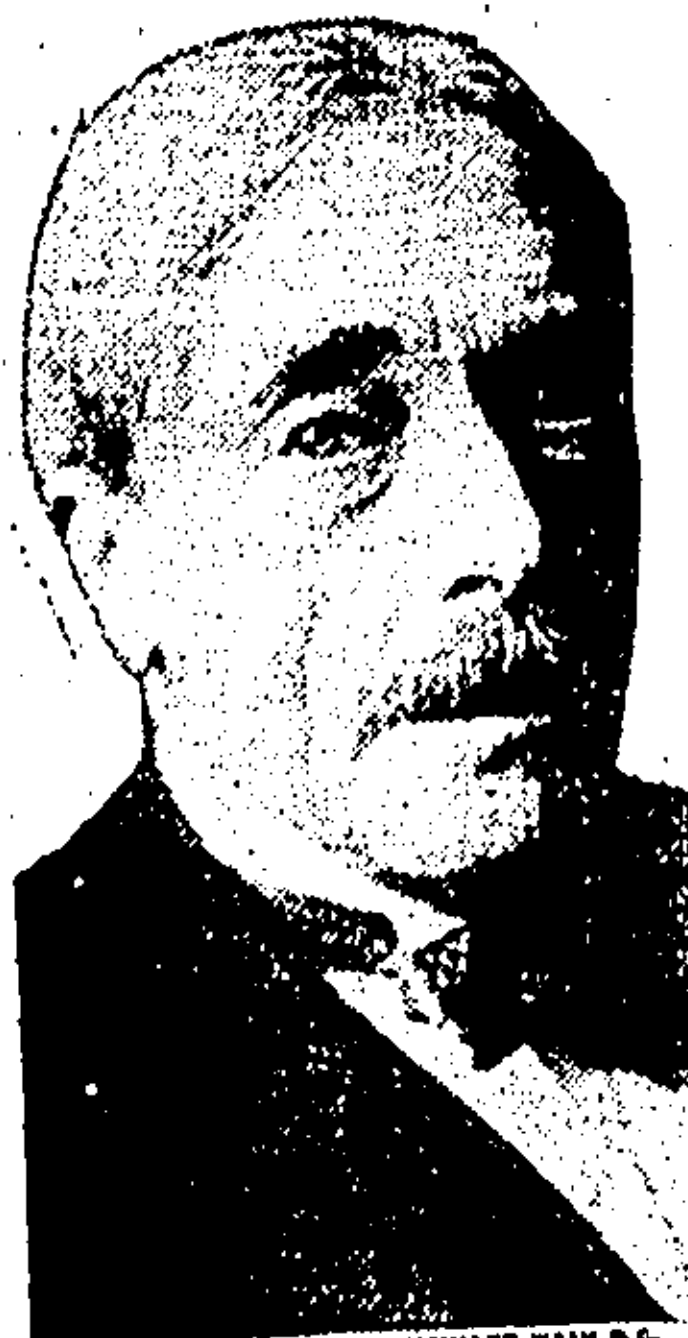
LOCAL AND GENERAL SOCIAL AND PERSONAL.

Mr. H. A. Wilbur has left Shanghai for Y.M.C.A. work in South China, and will be gone several months.

Mr. Walter Chalmers, senior partner in the Shanghai law firm of Chalmers & Franklin, has retired and will resume practice in New York. Mr. C. S. Franklin will practise now under his name.

The military in Pootung raided a house wherein it was suspected armed robbers lived. They arrested three Chinese and a Russian and confiscated four pistols. The prisoners now are charged with being Communists.

According to advice from Canton received by the Hong Kong Chinese General Chamber of Commerce, more than 20,000 refugees are still in the Colony, living at Yauamat and Shamshuipo, following the riots in Canton city by Reds in December last.



Paul Valery, famous French author, who is in Berlin, Germany, in the interest of organizing a league against the masculinization of women. He has interested a number of distinguished persons in his movement to halt the feminist movement against the invasion of man's field. He has already written many articles warning against the "emancipation of woman being carried too far."

Sir Reginald Spence, Kt., managing director of Philipson & Co., Ltd., Bombay, is a through passenger on the P. & O. "Morea," which arrived at Hong Kong this morning. He is bound from Colombo to Kobe.

Having heard of the approach of enemy gunboats, the Woosung Forts and the navy at Woosung made preparations to accord them a warm welcome. Hydroplanes were sent out to reconnoitre but failed to see anything out of the ordinary.

In the course of a proclamation published in the "Siuwanpao," the Shanghai and Woosung Garrison Commissioner ordered his subordinates to take proper precautions in affording full protection to foreigners living or travelling in Chinese territory.

The Ministry of Foreign Affairs in Nanking is reported to have instructed Mr. Quo Tai-chi to investigate the allegations that the Shanghai Municipal Council is encroaching on Chinese territory. At any rate, the Chinese Ratepayers Association have been informed to this effect.

The text of the Rev. G. Byrne, S.J., at to-morrow's Lenten Mission service at the Roman Catholic Cathedral will be "My Lord and My God," John XX 28; his subject, "The Confession of a full heart." Those for to-day's service are "An Altar on which was written: to the unknown God," Acts XVII 23; and "The Cry of an empty heart."

Chinese press reports say that the Hankow branch of Messrs. Butterfield & Swire has refused to pay the interior tax, with the result that a sum of Tls. 4,500 is owing. When agents of the government went to collect, they were told that the money would not be paid until a similar tax was enforced in Shanghai. Negotiations are proceeding.

A little after 9 o'clock yesterday morning, four armed men carried out a daring armed robbery at No. 39, Tang Lung-street, near Bowington-canal, Wanchai. The house was occupied by labourers of the Nanyang Tobacco Co., and the attack was made after most of the adult inmates of the house had gone to work. The robbers had no difficulty in overpowering the only four people in the house, a man, a woman, a girl and a boy. The intruders spent an hour ransacking the house and got away with clothing and jewellery worth \$411. Later the police arrested an elderly man on suspicion, but he was released after interrogation.

The port of Newchuang has reopened to shipping for the season.

There is to be a Bible study circle at the Helena May Institute at 10.30 a.m. to-morrow.

Paris, March 29.—The Paris-New York telephone via London has been ceremoniously inaugurated. — Reuter.

Mr. H. M. Cumine is confined to the Shanghai Isolation Hospital with an attack of diphtheria, which fortunately is a slight one.

As the result of being knocked down by a hand cart, a Chinese boy aged 16 years, was yesterday removed to the Government Civil Hospital suffering from an injured leg.

According to the "Eastern Times," two sons of the ex-Kaiser arrived in Shanghai on board the N.Y.K.S. "Shanghai Maru" from Japan on their way home from a world tour.

Among the items in the topical gazette in the current programme at the Queen's Theatre is one of particular interest to motorists, as it shows the new Ford car both in the factory and on its trial run.

The Hong Kong Government has been praised for the proposed Chinese Temples Bill. An anonymous letter to such effect was read at yesterday's meeting of the Chinese General Chamber of Commerce Committee.

Calcutta, March 29.—A clash between the staff of the Lilloah workshops on the East Indian Railway, who have been locked out, and the police led to serious rioting. The police eventually fired. Two were killed and five injured. — Reuter.

At the monthly meeting of the committee of the Hong Kong Chinese General Chamber of Commerce yesterday, it was announced that the Chamber will make arrangements to entertain some of the members of the Japanese Naval Squadron which will be visiting the Colony next month.

Pirates attacked a Chinese cargo junk in Tainan-chung waters, near Hong Kong on Monday, whilst she was on her way to Shatin in the New Territories. The three members of the junk's crew were easily overpowered, and then the pirates sailed the junk to Chinese waters, where the three boatmen were kept prisoners. One managed to escape, however, and reaching Hong Kong yesterday he reported that his two fellows were being held to ransom of \$500 each.

The proprietress of the Yamakawa Restaurant, a Japanese woman who does business in Wanchai and is the holder of an adjunct licence, was yesterday summoned before Mr. R. E. Lindsell at the Central Magistracy for selling liquor apart from meals. Sergeant Whelan deposed that he visited the place at 9.30 p.m., and saw two American sailors drinking beer. The time was half-an-hour after the time limit on the defendant's licence for the sale of liquor. The Magistrate fined the defendant \$25 for serving beer otherwise than with a meal.

Before Mr. W. Schofield at the Kowloon Magistracy yesterday, a folk of a roast pork dealer of No. 555, Shanghai-street, Yauamat, was charged with slaughtering swine in a place other than the Slaughter House, and possession of two carcasses which are unfit for human consumption. The defendant was fined \$25 on the first charge which was admitted. With regard to the second charge, Mr. Leo d'Almada, Sen., for the defence, said the defendant had no opportunity of having the pigs examined by his own veterinary surgeon and could not therefore have known that the pork was unwholesome. After consultation with Mr. d'Almada, Mr. Rajdy, assistant Colonial Veterinary Surgeon withdrew the second charge, and defendant was discharged on this count.

A cook-boy in the employ of Mr. J. E. Ollerton, yesterday summoned his master before Mr. R. E. Lindsell at the Central Magistracy for alleged assault on March 17. It was further alleged that Mr. Ollerton withheld the sum of \$3.60 wages due to the servant. Mr. Ollerton replied that the cook-boy had left without notice. On March 8 the servant removed furniture in such a careless manner that two bed springs were lost. When remonstrated with he threatened to leave, but when Mr. Ollerton started to write to the Police, the servant decided to stay. On March 17 the servant objected when told to do a certain work and left the house. Mr. Ollerton added that he had cross-examined the servant but as he did not know his address the summons could not be served. The case was adjourned until noon to-morrow.

Mr. H. E. Barnett, of the National Committee of Y. M. C. A., is at home again after an operation for appendicitis.

H.E. the Governor has signified his intention of being present, in his capacity as Hon. President, at the annual dinner to-morrow evening of the Institution of Engineers and Shipbuilders of Hong Kong.

Mr. Paul Lauder, General Manager of the Union Insurance Society of Canton, Ltd., is returning to Hong Kong by the "Kashgar" which is due on April 12. Mr. Lauder is accompanied by his wife and daughter.

Mr. and Mrs. Paul W. Brown sailed from America for China last week, and are due to arrive in Shanghai on April 9. Mr. Brown is Executive Secretary of the Army and Navy Y.M.C.A. in China, and left for a holiday in America last July.



Father John J. Burke, general secretary of the National Catholic Welfare Council, who it is reported will go to Mexico City as personal representative of Pope Pius in an attempt to settle the religious dispute between the Catholic church and the Mexican government.

The Nationalist War Council has instructed the local Garrison Commission to issue permits for 54 guards of the Shanghai-Nanking and Shanghai-Hangchow railways to carry pistols, a petition having been received from the managing director of the railways asking that his men should be permitted to carry arms to cope with evil characters robbing goods trains and members of the railway staff.

The death occurred yesterday of Mrs. Maria Roberts Veira Ribeiro, the wife of Mr. F. A. V. Ribeiro, at her house, No. 12, Salisbury-avenue, Kowloon. Mrs. Ribeiro, who was 44 years of age, leaves behind her husband (who is senior clerk in the insurance department of Messrs. Jardine, Matheson & Co., Ltd.), two sons (one of whom is at Shanghai) and a daughter. She was a highly respected member of the Portuguese community. The funeral passes the monument at 5.30 p.m. to-day.

The "Illustrated London News," in its issue of February 25, pays a great compliment to the Shanghai Scottish, for it reproduces a photograph of Major-Gen. Duncan, between the ranks of the Suffolk Regt. and the Shanghai Scottish, shaking hands with Capt. Hugh Martin, the popular O. C. of the Shanghai Scottish, with the caption:—"The change in the Command of the Shanghai Defence Force: Major-Gen. John Duncan saying good-bye to the Scots Guards on his departure."

Hong Kong passengers on the P. & O. s.s. "Morea" which arrived this morning from London via Suez and Singapore included Major & Mrs. W. F. Hanna, Mr. & Mrs. A. O. Oliver, Capt. J. D. Nares, Mr. G. C. Humphrey, Surgeon Capt. W. W. Keir, Major W. F. Christian, D.S.O., Mrs. V. Morris, Mr. J. B. Hawker, Miss E. G. Tate, Mr. E. H. Crane, Mr. G. E. Towns, Mrs. W. Hall, Miss Pelerin, Mr. & Mrs. H. Dunn, Mrs. H. Ireland, Mr. & Mrs. W. E. Seal, Mr. C. C. Chop, Mr. R. Pothman, Mr. J. Handa, Mr. F. Day, Mr. V. Marus and Mr. G. Firestone.

The wedding took place at All Saints Church, Taipei, the Rev. Philip Browning officiating, of Mr. W. England, of Galloway estate, Bangli, and Miss Doris Fulton, daughter of Mr. J. P. Fulton, of Taipei Tin Dredging Co., and Mrs. Fulton. The bride was given away by her father and was attended by Miss Corrie Bustram as bridesmaid and the Misses Margaret Stuart and Betty Swanston as flower girls. Mr. E. Gregory, of Banting estate, was best man. A reception was held after the ceremony at the Masonic Hall, when the health of the married couple was proposed by Mr. W. Stuart. The honeymoon is being spent at Penang Hill.

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These tablets, so easy to take, cure stomach-trouble, constipation, heart-burn, sluggishness of intestines. Unlike many laxatives they are harmless and non-toxic. Bring immediate relief in many cases. Lasting results are their special feature, as they stimulate the organs to normal activity by a wholesale supply of OXYGEN.

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A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL"

CHINA NEWS, LOCAL NEWS,

AND ALL THE NEWS

SEND IT HOME!

Several events this week are bound to increase the demand for the "Overland China Mail." Many copies are likely to be sent away, to give the obituary notices of Mr. R. G. McEwen, Mr. Bertram Giles and Mr. W. G. Gerrard. Then, again, there have been a few more company meetings, reports of which business men are prone to forward to connections.

To ensure getting supplies, order at once.

Particular interest has been displayed at Home this week on events in China. Discussion anent the tariff question, the conversations anent the 1927 Nanking incident, the possibility of peace or war between North and South, the visit of Marshal Li Chai-sun, Hong Kong's good friend, to Nanking—these are all topics on which full information will be sought by friends at Home.

All the week's news, to which must be added sound comment, comprehensive explanations and special articles will be found, as usual, in the "Overland China Mail."

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going Home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

READY TO-MORROW.

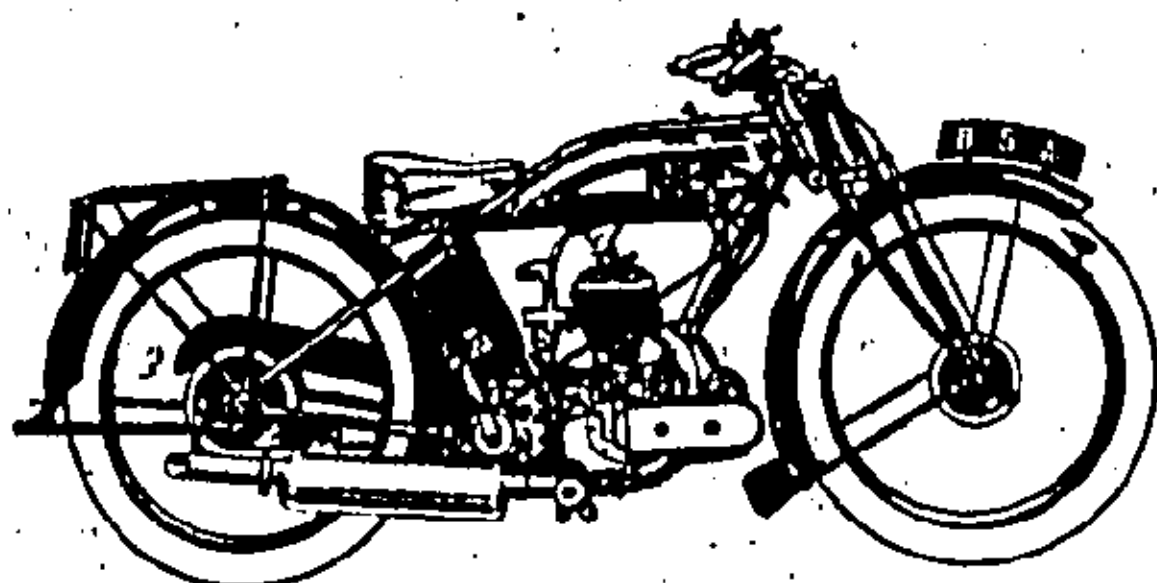
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The consistent reliability of B.S.A. motor cycles is well known all over the world. For touring or sporting work you cannot get a better machine than a B.S.A. or better value for your money. The attractive appearance of the New Models cannot fail to attract attention.

NEW MODELS NOW IN STOCK.

B. S. A. 1.74 h.p. complete with Electric Lighting set
PRICE \$350.00.

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PRICE \$575.00.

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BUYERS' GUIDE

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CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
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WILLIS-KNIGHT.—Gilman & Co., 4a, Des Vœux Road Central.

MOTOR TRUCKS AND TRACTORS.

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G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

MOTOR CYCLES.

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ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
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COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
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MILLER TYRES.

BUSY GOING AT AKRON FACTORY.

PHONE AND WIRE.

Akron, O., Feb. — Thousands of telephone calls, daily, over a system large enough for the ordinary city of 2,500 homes and greater than many towns up to 5,000 homes, are a matter of commonplace routine over the system of 215 inter-departmental telephones at the huge factory in Akron where Miller tyres are made. According to a recent survey, there are about 10,000,000 families with telephones in all the cities of this country of 2,500 inhabitants or more. The total population of these cities is about 114,000,000. The average is about one telephone to every twelve families. Thus, the inter-departmental system at the Miller factory is large enough to serve a city of 2,580 families.

Two operators are kept busy through each working day making outside connections for the various factory telephones. Inter-departmental calls are handled with the automatic dial system by which connections are made without the aid of the operator. There are eight automatically operated telephone lines from the plant to outside points only, and ten manual lines that operate either incoming or outgoing calls. The system includes two direct private long distance wires to the local long distance exchange and one direct private line to Cleveland, 35 miles from Akron.

The telephone and telegraph play an important part in the daily business of this large corporation. Miller branch managers in distant cities communicate by long distance telephone when emergencies demanding immediate action arise. Less insistent emergencies are handled through a regular sending and receiving telegraph station located in the Miller offices. The services of one telegraph operator and a clerk are required to care for the telegraph business of this company. The new age of speedy efficiency has made commonplace, the instruments of communication that were novel a few years ago.

TRADE ENVOYS.

AUTOMOBILE BUSINESS PATTERNS.

"During 1927 the development of the American automotive export business has taken two definite trends," said Mr. A. C. Peters, Sales Manager of the Packard Motors Export Corporation, in speaking of the amazing increase in the exportation of cars during the past year. Mr. Peters continued:

"First; foreign markets are beginning to look upon the automobile as a necessary part of modern life instead of as a mere luxury, and are accepting the American-built automobile as the best available product to meet their growing needs.

"Second; American motor manufacturers are giving the export markets more serious study, recognizing that, intricate though the business is, it offers a splendid opportunity for profitable expansion.

"As a result of these trends it naturally follows that the automotive business in all parts of the world is patterning more and more along American lines. The acceptance of our methods in one industry will, in the long run, help business in other lines. To this extent the American automobile is one of our best commercial ambassadors.

"The automotive industry has definitely proven that with the right product, offered at the right price (and in the right way), the stiffest tariff barriers can be surmounted and a satisfactory business volume obtained.

"It is interesting to note that during the last quarter of 1927 Packard's exports increased 80 per cent. over the same period last year. For the full year export shipments exceeded the factory's entire production in 1914. We look for further expansion of export sales by the several best established manufacturers during 1928.

CHRYSLER.

LOOKS FORWARD TO GOOD YEAR.

MOTOR MAGNATE'S VIEWS.

Prosperity in the United States will continue, in the opinion of Walter P. Chrysler, president and chairman of the board of directors of the Chrysler Corporation.

"There is plenty of evidence that business is fundamentally sound and that upon a conservative basis," said Mr. Chrysler. "Shortages for some time have developed in a number of important industries and this must be interpreted to mean that production must resume, I am confident there is an accumulation of orders which will greatly stimulate the automobile business generally.

"As business improves for the automobile industry, business will also improve for the steel industry, the railroad industry and the building industry. The automobile industry is not only the largest of all, based on wholesale value of product, but it also is a tremendous buyer of raw materials. And appreciate what the industry means to the steel industry, the railroad industry and the rubber industry.

"I don't want to convey the impression that 1927 has not been a good year for the automotive industry. The contrary is true. Taking the average retail deliveries of all makes of automobiles, including the Ford, for the first nine months of the last five years 1923 to 1927 inclusive, as a basis, the deliveries for the first nine months of 1927 have been 93.1 per cent. of the average compared with 113 per cent. for 1926; 99.77 per cent. for 1925; 90.8 per cent. for 1924 and 103.3 per cent. for 1923. It will be observed that the retail deliveries of automobiles in the United States during the past five years have fluctuated between 9.2 per cent. below average to 13 per cent. above average. The idea that the automobile industry is highly volatile is a popular misconception and the relative stability of the automobile industry as indicated by these figures will compare favourably with any large industry in the country.

"The decrease in the volume of automobiles purchased this year has been contributed to substantially by the temporary withdrawal of Ford cars from the market.

"There are some people who view 1928 with uneasiness because the coming year is to be presidential year. To me this is curious. Well do I appreciate that economic reactions have been experienced during presidential years, but for the life of me I can find no economic justification for such changes. There is no good reason why a presidential year should have any influence on business. And I for one don't believe it will have any influence during the coming year.

"When one takes a glance into the future and tries to determine what the months ahead have in store for business one must remember that our credit supply is so great and so flexibly available, and the Federal Reserve System is being conducted so efficiently and functions so smoothly, that there is little possibility of depression.

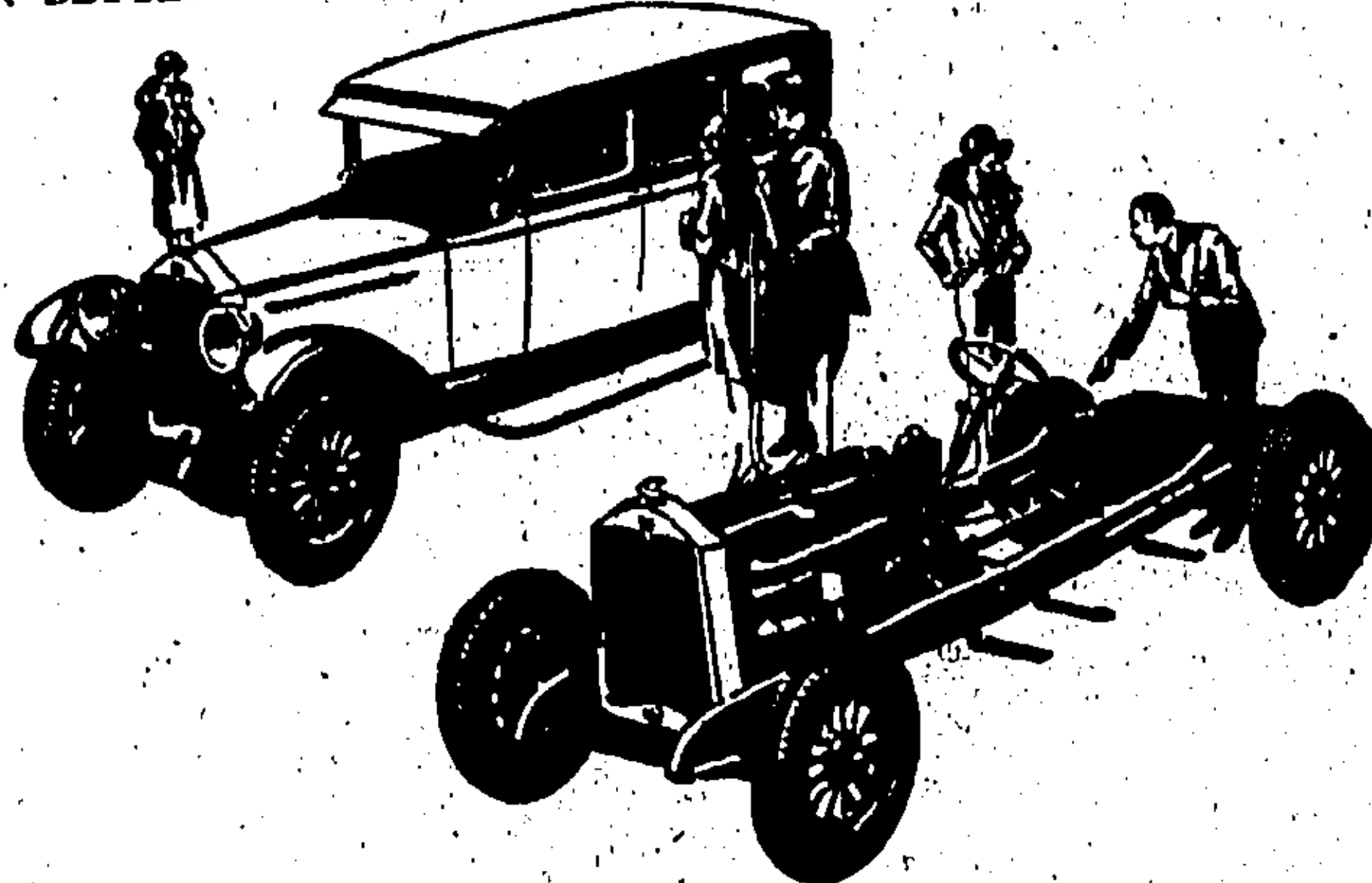
The day of the wide swing away from prosperity is over. Then, too, our banks are stronger than they ever were. American industry is in possession of cash and quickly negotiable securities far in excess of those held in former years. Our credit structure is in a healthy condition.

"We in the automobile industry have experienced a good year. Export business is becoming more and more important. We look forward to the time when American companies will be exporting a million cars to countries all over the world.

"American business should gain satisfaction out of the fact that it can look back upon a year of good business and can look ahead with confidence. I look for a very good year in 1928."

Splashed mud has ruined many pretty frocks since motors started to run, but at last drastic action is being taken in some places. In Paris the law now requires that all commercial motor vehicles weighing three tons or over must be fitted with some device which will effectively prevent the splashing of mud.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM



From "roof to basement" that's the way to buy a car

Buick welcomes this searching test

The man who buys a home goes over it thoroughly, from roof to basement, to make certain that it has the sound construction that means long and enduring service.

That's the way to buy a home—or a motor car. And that's the way to prove the fundamental superiority of Buick for 1928.

Examine Buick carefully, part by part. You'll find every bit of material used—every nut and cotter pin—of the highest quality.

Go into every hidden detail. There you'll discover the secret of Buick's famous dependability and long life—sound, sturdy construction throughout.

Buick welcomes this searching test—and invites critical comparison. And Buick is willing to leave the decision to you.

COUPES GS\$1,610 to GS\$2,350
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Delivered.

BUICK for 1928

THE DRAGON MOTOR CAR CO., LTD.

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Chrysler "62" Features of Performance, Quality and Long Life—

1. Six-Cylinder Engine, of Chrysler design
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4. Typical Chrysler Acceleration
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18. Rubber Engine Mountings
19. 16-inch Base Road Wheels
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21. Torsion Steering
22. 4-wheel Hydraulic Brakes
23. High Carbon Steel Springs
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25. Levelers on front and rear springs
26. Indirectly Lighted Instrument Panel
27. Radio Theft-proof Numbering System
28. Electric Fuel Gauge
29. Headlamp Control on Steering Wheel
30. Narrow Corner Pillars
31. Adjustable Steering Wheel
32. Cadet Vicer
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38. Double Beaded Body Construction
39. Chrysler Smearcase of Line
40. Attractive Colour Combinations in great variety

CHRYSLER

at
Sensational
New LOWER
PRICES!
Quality
Unchanged
40 Body Styles

Chrysler's sensational rise from 27th to 3rd place in sales in 42 months is the result of a phenomenal public preference that has continuously demanded a record-breaking volume of quality motor cars.

Chrysler's tremendous production and rapid growth are the direct results of public recognition of values and savings which only Chrysler Standardised Quality can provide.

You will then instantly recognise why Chrysler cars—by the most astounding price savings which result from a huge and rapidly growing public demand—are today more than ever the most marvelous motor car values in their respective price classes.

A. LUNG & CO.

19, Queen's Road, C.
Tel. C. 1219.

SERVICE STATION:—215, PERCIVAL STREET, WANCHAI.

NOW THIRD.

WHERE CHRYSLER STANDS.

FOUR YEARS' GROWTH.

Continuing the unprecedented growth that has brought its name to the fore-front among all motor car manufacturers, Chrysler is third in volume in the sales records of the National Automobile Chamber of Commerce for 1927.

In its progress toward the top of the entire automotive industry, Chrysler has advanced with a speed never before equalled by any other motor car company. Starting at the 1924 New York Show in twenty-seventh place, the company advanced successively to eighthteenth in 1925, ninth for 1926, fourth for 1927 and to third for 1928. Its dollar sales volume during those years has grown from \$60,000,000.00 during the calendar year of 1924 to approximately \$300,000,000.00 for 1927. Its 1927 sales were more than six times those for 1924, when it made the greatest first year record in the history of the industry.

In the 42 months from January 1, 1924, to July 1, 1927, when Chrysler attained third place, the public bought the impressive total of more than \$350,000,000.00 worth of Chrysler products. It is believed that this smashes all previous records for any business organization of any kind in the world.

"No other make of car has ever recorded anywhere near such phenomenal rapid progress," said J. E. Fields, vice-president in charge of Chrysler sales, in commenting on the announcement. "It is a most impressive endorsement by the public of the principles which the Chrysler organization founded and has consistently fostered. Nothing even comparable with it has ever occurred in the history of the automobile industry. Only two other makers of cars, each far longer in the automobile field, still remain above Chrysler in the N.A.C.C.'s records."

Chrysler's rise another notch this year recalls a statement issued a year ago in similar circumstances. It read:—

"It is the determination of Walter P. Chrysler and his organization so rigidly to apply the Chrysler principles of Standardized Quality that fourth place in the industry will be merely a temporary stopping place—a momentary pause on the way to a higher place they will earnestly try to deserve in public esteem."

Pioneer Radiator Ornament.

Chrysler wings, first of the ornamental radiator caps now generally used, are faithful reproductions from museum examples of the head dress worn by ancient Vikings. These hardy Norse adventurers fastened wings of wild birds on their helmets as symbols of endurance and speed. They made them equally as familiar sights on the Seven Seas as their modern duplication has become in all the world's continents with the steady growth of Chrysler sales.

Chrysler Checks Gauges Daily.

Indicative of the precision required by Chrysler's Standardized Quality policy is a rule which requires that all production gauges be returned to their respective tool rooms every night to be checked with a standard or master gauge. In the morning each operator receives a set of gauge which have been thoroughly tested. Many gauges are again checked at frequent intervals during the day.

Calls Chrysler Success Exceptional.

Summing up the automobile industry's 1927 progress, one of the foremost writers on motoring subjects said in a recent article: "It is noteworthy that Chrysler was one of the few companies that experienced a demand exceeding its production last year and probably found its demand exceeding its production more often than any other company during 1927."

MOTORIST AND COCKTAILS.

Henry Thomas Cook, 41, a London engineer, was charged before Mr. Cancellor at Marlborough-st. Police Court recently with being drunk in charge of a motor-car and driving it in a manner dangerous to the public at Oxford-st., W. Mr. Herbert Musket prosecuted for the Commissioner of Police. It was stated that the defendant was certified to be drunk by Dr. P. B. Spurgin, police surgeon, who said that the defendant told him he had been drinking cocktails. The Magistrate commented on "the incredible folly of a man drinking three cocktails on an empty stomach and then going out and driving a car." On the charge of drunkenness he fined the defendant £30, with an order to pay 45 costs; and £5, with 12 costs, for the dangerous driving. The conviction involved the statutory disqualification from driving for 12 months.

SERVICE.

IT SHOULD MEAN HELP.

NOT HELP YOURSELF!

Of all the various things we buy—or perhaps it would be more accurate to say for which we pay—when we buy our cars the one on which I keep the most interested eye is that thing called service. "Service," I think I am right in saying, as a motor expression, came to us originally from America.

To the average man of not much experience who buys his new car this magic word may mean anything from free air for his tyres at a service station to a new engine at the works. He may look, and generally does look, for all kinds of annoying overhauls work to be carried out either free of charge or for a nominal charge.

For example, when he is buying this or that car whose service is so widely advertised he may expect that at any moment he chooses his engine is to be de-carbonised, its valves ground in, and "odd jobs" here and there carried out by any dealer or service station, whether or not that dealer or service station has made any profit out of him or is ever likely to. He very often cherishes a secret hope, if not a belief, that the word service covers every possible breakage and misfortune that can happen to him, and that so long as he buys this or that make of car with a widely-advertised service the machine is going to cost him the minimum in repairs.

The Novice's Error. It is, of course, an entirely erroneous view, as he will discover before very long.

No motorcar business conducted on the lines which a novice appears to expect could exist very long. Any decent firm will probably make good all damage directly traceable to the breakage of an important part, because it would be very bad business and worse advertisement not to do so; but that is a very different thing from promising to nurse a car through all the ills which can befall it from the moment it falls into ruin from old age.

I have an idea that this definition of the word service is going to be the subject of a very acrimonious discussion this year, and still more in succeeding years, as the number of car-owners increases, and if I were a manufacturer I think that I would make it very plain at the outset what interpretation I placed upon that word.

I have recently come across an example of what I believe to be the best sort of service you can get, or, at any rate, the best sort I have heard of. It implies immediate attention to your needs whatever they may be, a hard-and-fast estimate given for such repairs as are not directly due to faulty design of the car, first-class workmanship, and an absolutely fixed date for the completion of the work.

In addition to this, there is something which we hard-working motorists appreciate perhaps more than anything else, and that is zeal and real willingness to get things done properly and as quickly as possible. Each customer is treated as an individual and his wants attended to as if he were giving a special order. The main object of the firm is to satisfy their customers and to inspire in them that feeling of confidence which makes them prefer their cars to any others and, when the time comes to buy a new one, to go back to the same shop.

Standardised Charges.

Some manufacturers follow an admirable system of having a standardised scale of charges for different kinds of work, a scale to which every one of their agents throughout the country is compelled to adhere. That is one excellent form of service, but I have known instances where it falls through its very merits. The waiting list of customers becomes so great that they are compelled to go elsewhere for their repairs. Only the other day I heard of an instance of an applicant (quite the wrong word in the service sense) who was told that his troubles could with luck be attended to in about three weeks' time. The fact that such a condition of affairs can exist is, of course, proof of the popularity of that particular kind of car. That is not much comfort to anyone except the shareholders.

In my experience the best service is of the kind I have described above, and of the kind you get either from the main distributors, agents or concessionaires, or whatever they are called, or even the manufacturers themselves, or from perhaps the best of all, the local country agent from whom you have bought the car. He is not going to give you something for nothing, and his workmen's wages are paid indirectly by you and not by him.

At the same time your country agent has one main ambition, and

SECOND-HAND CARS.

STRAIGHT DEALERS AND A LIVELY DEMAND.

SOUND INVESTMENT.

In America traders have long since arrived at a policy of despair where the resale of used cars is concerned. This is partly due to the comparatively short life of the cheaper American cars, and partly to the low price of so many new cars (from £75 upwards), which naturally induces every self-respecting American to buy new cars exclusively. So vast tracts of ground in the States are covered with rusty dumps of derelict chassis and bodies, from which every usable and saleable item has been stripped. In Great Britain we have not yet got to this stage, though we must apparently reach it before long. Wages are lower here; and even our cheapest cars are capable of at least five years' hard service. So there is a live demand for second-hand cars, big and small, cheap and expensive. There is, as in America, a distinct prejudice against buying a second-hand car: an ignoramus is obviously in danger of being victimised whenever he buys second-hand machinery, no less than if he were to buy a horse. But the purchase of a used car has two very rational attractions. In the first place the buyer escapes the initial depreciation, which is often fantastic; for there are cars which depreciate as much as £500 the instant they are sold. In the second place, if the buyer is lucky enough to secure a sound car, he may obtain a far better car than he could afford to order as new. The buying of second-hand cars is therefore extremely prudent, provided the buyer can safeguard himself against the mechanical risks of selecting a car which has been neglected by a stupid owner, or has had the misfortune to bump a tram rather heavily.

Part Exchange Deals.

Club cynics imagine that the firms who advertise part exchange deals, take used cars into their garages, wash and grease them, and sell them to unwary comers in blissful ignorance of their mechanical condition. Such dangerous methods are occasionally practised by small back street concerns. But they lead to immediate friction and ultimate bankruptcy. If Jones buys a second-hand car, and anon discovers that he must spend £50 on making it road-worthy, he returns to the vendor in a rage. The vendor must then sacrifice his good name amongst all Jones' acquaintances, or must do the work gratis. So all the large and reputable concerns which welcome part exchange deals, have now systematised their handling of used cars. If a used car is offered to them, it is inspected and vetted by an expert engineer before an allowance is quoted. It then goes into their shops, and is reconditioned; more than once cars have been sold to traders, who notified a few days later of certain incipient defects, the existence of which was not suspected. The result is that a car purchased from such establishments is almost always trustworthy; and if their engineers chance to overlook a flaw, they deal generously with the buyer, because a reputation for straight dealing is the foundation of their business.

LIGHT CAR BOOM.

There are at present more than 1,800,000 licensed motor vehicles in Great Britain, that is, about 1 to 25 of the population; in America the proportion is 1 to 6, and there are many people who hold the opinion that 1 motor vehicle to every 12 people in Great Britain is by no means an improbable estimate for the near future. It is fairly obvious that nowadays well-to-do folk are nearly all car-owners, so that the increase in licensed vehicles which is forecast would be supplied by meeting the demands of the more affluent middle classes—and that demand is, and will continue to be, for a light car. We are only at the beginning of the boom in sevens, nines, tens, and elevens, and those who have anticipated this demand are unquestionably going to reap the benefit, says a Home motoring journal.

that is to keep you and your like his satisfied customers for so long as you go on buying motorcars. He will stretch many points to keep your business, and you will find it well worth your while to do your share in maintaining these good relations by dealing exclusively with him in the matter of such things as tyres, petrol, oil, accessories, and so forth.

Service reduced to its simplest terms means that the man who sells the car does his best to see that you continue to like it and that you recommend your friends to buy one of the same kind.—John Prior.

CHEVROLET HISTORY.

ORGANISED IN 1911; 4,000,000TH CAR PRODUCED.

FIVE MILESTONES.

Five milestones stand out as guiding posts in the progress of the Chevrolet Motor Company and before 1928 passes of the highway of years Chevrolet hopes to add another marker.

The milestones to date are as follows:—

Company organised November 3, 1911; one-millionth Chevrolet produced February 27, 1923; two-millionth Chevrolet produced July 10, 1925; three-millionth Chevrolet produced January 13, 1927; four-millionth Chevrolet produced January 11, 1928.

Chevrolet hopes to run off its 5,000,000th car before the close of 1928, thereby marking another milestone.

The four-millionth car which happened to be a coach, was rolled off the assembly line at the Flint plant only 363 days after the completion of the three-millionth unit at the same factory.

So brief an interval between the two marked cars reveals the tremendous volume of the company in 1927—when it was the world's largest maker of automobiles—and shows the rapidity with which new cars are being built to supply dealers everywhere with automobiles for prompt delivery. Production for 1927 exceeded the programme of production set early in the year—a million cars—by 1,800. And the accelerated production this January over January, 1927, made possible the building of the 4,000,000th Chevrolet unit in two days less than a year after the 3,000,000th had been produced.

Rapid Strides.

The various dates in the history of the Chevrolet Motor Company on which the first and succeeding million units have been passed furnish a striking picture of the rapid strides made in the manufacturing capacity of the organisation to leadership in the industry.

Following its organisation, November 3, 1911, nearly twelve years elapsed before the first millionth was produced. That achievement was accomplished February 27, 1923.

An interval of two years and five months followed between the first million and the second which came off the lines July 10, 1925. Between the second and third million there was a period of a year and six months, for car number 3,000,000 was ready to run January 13, 1927. As noted, it took less than a year to produce the 4,000,000th car.

Little ceremony attended the arrival of No. 4,000,000. Mr. Knudson, the president of the Chevrolet Motor Company and two or three other officials inspected it and passed it on its way to the shipping department.

Less than ten seconds later No. 4,000,001 came off the assembly line and production continued, keeping step with the ceaseless activity that has been evident at all Chevrolet plants since the middle of December, when the company went on the biggest production schedule it has ever known, turning out the new Chevrolets.

SCREEN WIPERS.

IDEAL STILL TO BE ATTAINED.

Windscreen wipers in various forms have been with us for half a dozen years or so, whilst practical examples of the automatic variety have been available at prices within the reach of all for at least three years. We are still waiting, however, for the ideal design of instrument which is not easily deranged, which works with certainty under all conditions and which wipes the glass really clean. The present-day types of automatic windscreen wiper have, for the most part, a squeegee which does not remain serviceable for very long; they are operated by a very flimsy arm and their adjustment calls for considerable and constant care. This is evidenced by the extraordinarily small number of windscreen wipers which are noticed on a wet day to be wiping the glass in a satisfactory manner.

In some cases car manufacturers are to blame for sending out windscreen wipers which are improperly adjusted, but for the most part the trouble is due to the fragile nature of the parts, which are very easily bent or put out of adjustment when the windscreen is being washed and leathers. The problem of providing motorists with uninterrupted vision in wet weather has been largely solved by automatic wipers—it remains for the instruments themselves to be made on lines more suitable for the work which they have to perform.

Feel That Surge of Power

Slide behind the wheel of a Chrysler, step on the accelerator and feel that surge of power. The car literally leaps forward, accelerating in an incredibly short time from 5 to 25 miles an hour.

This latent power of the Chrysler is held in leash, just waiting for the opportunity to demonstrate its ability.

Chrysler offers you many distinguished body styles—the choice of exacting motorists all over the world. A roomy, easy-riding car, comfortable for short trips or long tours.

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PONTIAC FEATURES.

POINTS IN 1928 MODELS.

The 43-horse-power engine of the New Series Pontiac Six provides considerably more horsepower than the engine of the preceding series without changing either the bore of the cylinder or the length of the piston stroke.

Higher compression—4.9 to 1—a new type of combustion chamber and new carburettor with new manifold, are mainly responsible for the added power, which of course gives better acceleration and performance.

The higher compression ratio is made possible by the addition of the new G-M-R cylinder head, one of the outstanding features of the Oakland Cosmopolitan Six, which pioneered this type of head. While raising compression by decreasing the clearance above the piston head and forcing the mixture to be compressed into a smaller space just before ignition, the G-M-R head simultaneously serves another important function. It permits of more efficient cooling of the mixture, which the Oakland and General Motors Research engineers have discovered to be the secret of eliminating spark knock.

The "reverse curvature" of the head still further improves mixture cooling by splitting the unburned gas with a blunt wedge as it is pushed forward by the advancing force of the explosion. The two currents of mixture thus follow the relatively cool outer rim of the head instead of rebounding into the hot centre of the cylinder head to cause a "pink" or spark knock at the completion of the explosion. The cylinder head also is wider than conventional heads, this change eliminating "thump" or roughness.

The entirely new gasoline feed develops maximum power with a high degree of economy. Supplanting the conventional vacuum tank is a gasoline pump with filter attachment, driven directly from the camshaft thus drawing from the gas tank exactly the proper amount of fuel required at any engine speed.

Added to this pump is an entirely new vertical carburettor built especially for the Pontiac Six. It carries two distinctive features, the Venturi Choke and the Internal Economizer. The former develops velocity at the carburettor nozzle, giving easy starting and reducing crank case dilution. A new internal connection between choke and throttle levers automatically raises the speed of the motor when the engine is first started to an idling speed corresponding to a road speed of about 15 miles per hour. This connection assures that the engine, even though cold, will continue running. The Internal Economizer is a sleeve valve inside the carburettor operated by the throttle valve. It gives a lean mixture at average driving speeds and an increasingly rich mixture as the foot throttle is depressed.

Besides the new pump and carburettor, both intake and exhaust manifolding have been completely redesigned. The three-port intake passages are one-eighth inch larger. The exhaust manifold follows the design of the Oakland Cosmopolitan Six manifold which carries the heat from all six cylinders around the intake riser for cold weather driving. The amount of this heat carried to the intake rise is controlled by an adjustable valve.

The local agents are Messrs. A. Lung & Co.

MOTOR SMASHES.

WHAT THEY COST HOSPITALS.

Mr. H. W. Burleigh, who is well known in the British hospital world, writing from 6, Duke-street, Adelphi, W. C., says:—

From figures which have reached me from 183 hospitals representing 14,169 beds (rather less than one-third of the total available beds), it appears that the cost of the country, irrespective of any motoring accidents to the hospitals of the country, irrespective of any fees to medical men, must be in the region of £500,000 a year.

The financial burden placed upon hospitals is unbearable, and to relieve the position one insurance company has established a policy which, for the moderate premium of 5 shillings guarantees, to the hospital a payment for an injured motorist of 10s. 6d. per day up to 30 days, together with a payment of £3 3s. for medical fees, increased to £5 5s. should the patient be detained beyond seven days. In the case of patients dealt with in the casualty department, and not admitted, the payment is 10s. 6d. to the hospital and 10s. 6d. to the medical officer.

Every motorist, the man in the street, and the patron of the motor omnibus and taxi, should be aware of the heavy financial burden of the hospitals.

A CAR A YEAR.

THE QUESTION OF ECONOMY.

(By John Frisoleau.)

There is one aspect of the enormous increase in the number of cars which we are told we are going to see this year which is beginning to occupy the thoughts of a very large number of owners. We are told by enthusiastic Ministers of the Crown that we are getting richer every day. The circumstances may not be quite so obvious to the individual as to the Minister, but optimists may perhaps have the right to regard this as a condition about to exist. In that case one will understand where all these cars will find buyers.

As things are at present, and if we believe some of the statements reported to have been made by manufacturers at the last Olympia Show, it is by no means plain. If the output of cars is to be, let us say, in very round figures 70,000, and each of these 70,000 is going to be sold, we must either accept the fact that there are going to be 70,000 new drivers or that last year's drivers are all to buy new cars.

What happens to last year's cars? I suppose there is a perfectly reasonable answer, partly connected with exportation overseas but you must admit, if you believe everything you are told, that motoring next July, August and September is likely to be more comfortable anywhere in the world but within two hundred miles of London: one might almost even say that it will only be possible elsewhere.

A Car a Year. For myself, I am by no means so pessimistic, although I have no reason really for my hopefulness. It may be that not quite so many cars are going to be built, or that a far greater proportion than we know are going overseas, or that not nearly so many people are going to buy them. The aspect of the matter which, as I said, is beginning to interest buyers particularly is this:—

Which is the more economical for the man of moderate means—to buy a cheap new car every year or to buy a more expensive one and make it last as long as possible? Lately I have heard most convincing arguments for both sides of this question put forward by people of such experience, and, indeed, knowledge of the subject, that I am beginning to think the answer is very difficult to find. I did hear about three months ago of a very strange and exciting innovation which was to be launched upon an astonished England by a progressive American firm of manufacturers. You were to buy one of their cars for a nominal sum. I hesitate to mention it because the whole thing seems incredible, but as I never heard it contradicted I will give it for what it is worth. All you had to pay down before you took away your new car was £32.

Before you drove it away you signed an agreement to "pay" (remember I am only quoting, and I find it just as hard to believe as you) the sum of 30s. a month, which sum was intended to cover service expenses. At the end of twelve months, I think, or some quite short period, you return the car to the dealer, pay him another £32, and take away a new car again, renewing your undertaking to pay 30s. a month for service.

No; on reading over this very carefully checked report I am afraid that, like you, I simply cannot believe it. I will let it stand, however, as an extreme and fantastic example of what one-year motoring may perhaps one day be.

Hire Money.

To return to our infinitely more extravagant and costly ways, there is really a good deal to be said for keeping a car for only a short period and exchanging it for a newer type at regular intervals. Supposing you to have paid £250 for it when new, and supposing you to have really taken care of it and driven it with very hard intervals, it is certainly likely that your local dealer will allow you a fair amount for it in part exchange for a new one.

Continue this for a number of years, and, until you actually get rid of your car, you can practically regard the money you must pay down every year for a new car as hire money.

The man who buys the much better-class car—on the same scale, call it a £500 car—and keeps it for five years will have probably just as care-free motoring, at any rate for the first three years, as the £250 for the first year man, but after that time there will be little bills for repairs here and there, gradually increasing as time goes on, and when the moment comes for the car to be sold in part exchange for a new one, the figure known as depreciation will be minimal.

CAR PRICES.

INCREASE IN THE NEAR FUTURE?

Like the comets which periodically are promised as spectacles, but which somehow fail to eventuate, the £100 car has not materialised before the expectant ken of the thousands who were supposed to be waiting for it. Nor, I fancy, are we likely to see it for some considerable time to come, writes "Focus" in the "Light Car and Cyclecar." Indeed, a big agent told me last week that car prices might tend to move upwards in the future.

Only firms with the very largest financial and manufacturing resources can produce cars at keen prices at present, and any slackening in demand might easily force them to consider increases. "Saturation point" may be reached in this country by "saturation" of the roads rather than "saturation" of the population—a fact that some of our statisticians are inclined to forget.

Values were never so good as today, and although I do not say that further price-cutting will not occur, anyone would be unwise to defer purchasing on the chance. It would be something of a change to find the second-hand value of one's car appreciating as a result of an all-round rise in prices!

Not a Fair Analogy. One has heard it said during the past two or three weeks that because there has been a recent all-round increase in motorcycle prices, car prices are almost certain to follow suit. It should be borne in mind, however, that the motorcycle industry has practically no foreign competition to meet in its home market, and therefore can trim its sails to suit its own circumstances and maintain quality at the requisite level.

It is rather amazing, incidentally, that before the recent price increases it was common knowledge that several motorcycle manufacturers were selling either at a loss or at insignificant profits, competition having become so keen that every maker was "down to rock bottom."

JAY WALKERS.

POLICE AND CARELESS PEDESTRIANS.

The annual police report on street accidents in Manchester states that more than 55 per cent. of the 72 fatal accidents in the streets of that city during the last year were due to carelessness by pedestrians. Non-fatal accidents showed an increase of 500, involving injuries to 700 more persons than in 1926. The analysis of the fatal accidents attributed 24 to pedestrians stepping off the footpath in front of approaching vehicles; eight to pedestrians walking from behind one vehicle in front of another; and eight to other forms of carelessness by pedestrians. In seven cases the fatality was due to reckless or furious driving, and in seven others to carelessness by vehicle drivers. Motor-omnibuses and tram-cars were responsible for nine of the city street deaths, a motor-cycle combination for one, solo motor-cycles with pillion passengers for three, solo motor-cycles for four, private motor-cars, &c., for 43, horse-drawn vehicles for four, and pedal cyclists for seven. There were no fatal accidents at cross roads where a constable was directing traffic.

POLICE SPEED CAR.

A new motor-car, for use by the Flying Squad and capable of a speed of 82 miles an hour has appeared at Scotland Yard.

It will be fitted with the latest wireless apparatus so that the movements of a hunted suspect can be flashed to Scotland Yard and telephoned from there to all districts.

Many instances have occurred recently in which the police could have made arrests had they been able to gain a few minutes in the race after suspected motorists. It has been suggested that the motor-cars used by the Flying Squad should be fitted with a special horn or hooter so that traffic would give way for a police car as it does for a fire engine or ambulance.

greater than that in the case of the cheap car. I know myself which I would prefer, and which I really believe most people would prefer, but the conviction that one-year motoring is really better business, than five- or ten-year motoring seems to be so strong that quite a large number of people must have given themselves to serious calculations and proved their case. And so we come back to the old question—if one-year motoring is going to become general, how shall we find room on the roads for the new cars? The figure known as depreciation will be minimal.

WORLD'S RECORD.

BROKEN BY KNIGHT CAR.

With motor car buyers showing a marked trend toward cars using the Knight double-sleeve engine builders of this type of power plant cite the recent record breaking speed and stamina performance of the Voisin, a French car employing the Knight type of engine.

In addition to breaking numerous short distance records on the French tracks, the Voisin recently smashed the world's records for 12 and 24 hours. In the 24-hour grind on the Montlhéry track the Voisin, with a straight eight sleeve-valve engine, averaged 113½ miles an hour for 24 hours, covering a total distance of 2,724 miles.

In the 12-hour grind the Voisin set a record of 1,353 miles for an average speed of 112 miles an hour. In addition to these two notable records the Voisin broke six other world's records when it continued the run for 27½ hours. It set new marks for 1,000 miles, 2,000 kilometres, 3,000 kilometres, 2,000 miles, 4,000 kilometres and 3,000 miles. The car also holds world's records for 100-kilometres, 100 miles, 500 kilometres, 500 miles and 1,000 kilometres.

This remarkable speed performance of a double-sleeve engine car is cited as an outstanding tribute to the power, speed and stamina qualities of this type of power plant, which is employed also in the Willys-Knight, the Falcon-Knight Six and the Stearns-Knight Six and Eight cylinder cars.

The builders of these three lines of Knight engine cars declare that the unusual demand for cars powered by the Knight sleeve-valve engine has been brought about by such outstanding performances of this type power plant as exemplified by the Voisin demonstration. With hundreds of thousands of Knight engine cars now in use throughout the world these cars have won a conspicuous position in the automobile field as being possessed of power plants that may be depended upon to give the highest degree of efficiency year after year without experiencing the ills that usually beset engines of a different design. It is further pointed out that the upkeep and maintenance of the Knight sleeve-valve engine is remarkably low, this economy factor being important in the decided trend of motor car buyers toward vehicles employing this type of engine.

ON THE ROAD.

SINGER "SENIOR" SALOON.

The new Singer "Senior" saloon with fabric type of coachwork shows a great improvement on last season's models. The overhead-valve engine, has a bore of 99mm, in place of 93mm; the crank shaft has now three bearings, which has permitted the valves to be brought in line, instead of being staggered as formerly; and the track has been widened 4in., bringing it to 4ft. 4in. Semi-elliptic springs, Hardy-Spicer mechanical universal joints for the propeller shaft, and a better distribution of weight have produced excellent road-holding qualities in this saloon.

The Marles system of steering and the Dewandre vacuum-acting four-wheel braking have also given greater control to the driver. The brakes decelerate this car to a stop, when speeding at over 60 miles an hour, in about 60 yards without sign of skidding on a level road, and lady drivers will find the steering light enough to give freedom from fatigue. Three forward speeds are provided in the gearbox, which has a right-hand change lever. The Singer factory is to be congratulated on the silence of the second-speed gear, an excellent feature for a saloon.

On a trial run in this car it was found that on the top gear it could accelerate from three miles an hour up to fifty-eight miles per hour without the slightest trace of a vibratory period from the engine. There was a good deal of wind on the occasion of this trial run, and the roads were wet, so that wheel slip might have been encouraged, but there was no sign of wheel wobble. From the forty-fourth milestone near Huntercombe to the Chiswick High-road via Maidenhead, Windsor, and Staines is forty miles, and this distance was covered without difficulty—and without any risky or dangerous driving—in one hour and ten minutes. Temple Golf Club Hill, with its two bends and turns, was taken on top gear at a steady thirty miles an hour. When it is considered that this comfortable and well-ventilated four-seater saloon costs only £250 complete, one realises what good value motorists are given to-day.

Non-Standard Rim Sizes. Attention may well be drawn to the fact that certain rims fitted to American cars are not made in accordance with the standard schedule of sizes adopted by the British Society of Motor Manufacturers and Traders, with the result that users of these cars are compelled to buy replacement tyres of American makes. That does not apply to all American cars or tyre sizes, for some of the latter are included in the British standard specifications, and replacements of these can be of either British or American manufacture.

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INSURANCE PREMIUMS.

Dealing with the forthcoming possibility of increased insurance premiums for the smaller types of car, "The Motor" has this comment:—

"We have discussed this matter on many occasions with some of the leading authorities on motor insurance, and all have stated that the overwhelming proportion of 'bad risks' is amongst the lower horse-power car users. The stage was reached some time ago when the companies could not afford to continue to accept these cars at the premiums quoted, and we have been warned that an increase was inevitable.

"That fact the matter is that the 'good risks' which are in the ranks of the owners or drivers of cars in the higher-power categories have, by reason of their immunity from accident, been bearing unfair burdens. This is frankly admitted by insurance experts, who say that actually there have been heavy losses on small cars to the insurance companies, and the premiums on the larger cars were paying for the deficiency on small cars.

"That being the case the step that has now been taken to adjust matters should be only a preliminary to a consideration of means for relieving the 'good risks' by a readjustment of premiums or no claim bonuses to a scale that will to some extent recompense such car owners for a form of penalization, which has not been deserved. Actuarial ingenuity should not be taxed severely to find a means to so just an end."

rule only from the London representatives of the car makers, and that they were out of stock when he was urgently in need of a new spare just as a holiday tour was about to commence.

An Interesting System of Car Rental. The system of renting out automobiles to individuals, in order that they can drive the car themselves from place to place as their business requires, is increasing with rapid strides in the United States and Canada.

The originator, a Mr. Hertz, began operations in a small way with a few rather dilapidated Ford cars about ten years ago and so successful has been his operations that the Hertz "Driverson" stations are to be found in every large city on the North American border line.

Since its inauguration many companies have been formed for this purpose, the usual proceedings of hire being, that the person wishing to use a car for a short period of time and not having a car of his own goes to a "Driverson" station, pays down a small deposit of about 25 or 30 Guilders (unless well known to the station manager when no deposit is required) agrees to pay a fixed rate per hour, assessed by the class of car driven, jumps in and drives away about his business.

In large cities this system offers many favourable features to business men for they have no garage, no cleaning, oiling or tyre service to worry about and no car depreciation or tax charges to be considered.

Even if the latter request can be complied with, there is another point to be considered—namely, whether the size in question is one that is regularly kept in stock by motor agents and garage proprietors all over the country. That is clearly an important matter. In one case that has come to my knowledge of late, the owner of an American car found that replacement tyres could be secured as a

matter of course, but the car was not made in accordance with the standard schedule of sizes adopted by the British Society of Motor Manufacturers and Traders, with the result that users of these cars are compelled to buy replacement tyres of American makes. That does not apply to all American cars or tyre sizes, for some of the latter are included in the British standard specifications, and replacements of these can be of either British or American manufacture.

Another discrepancy in sizes has been brought about by the adoption of a standard of rim dimensions of their own by a well-known Continental firm of tyre makers. In this case, replacement covers and tubes must be of that one make only; the buyer has no choice if his car is fitted with that maker's rims. Obviously, it is very unsatisfactory to be tied down in that way, and not without reason it has been suggested that buyers of new cars, before placing an order, should ask whether the tyre sizes are in accord with the British standards; if not, they should ask to see at least two or three price lists of different tyre makers in which the size fitted is specified.

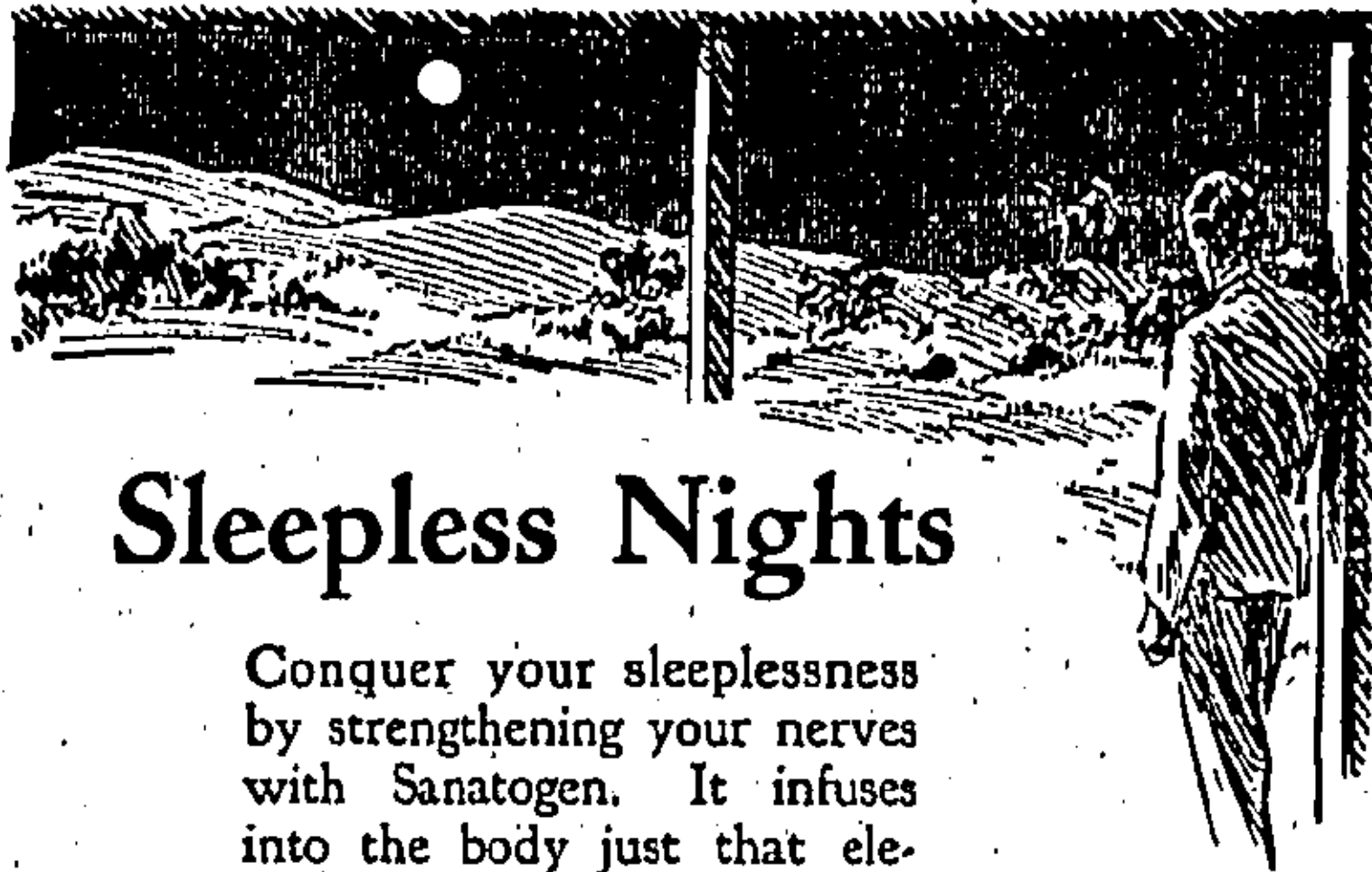
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SUN AND SURF.

THE CALL OF THE BEACH.

AUSTRALIAN DELIGHTS.

All roads lead to the surf. So we find when the car joins the stream of traffic northward bound for the wonderful beaches that fringe the coast from Manly to Broken Bay. At last parking space is found in the ranks of cars that crowd the ocean parade of one of the further resorts. The crowd is in holiday mood, and there is pleasure in watching the living, colourful pageant before our eyes.

A murmur in the crowd, and we turn to see an outward surf-boat planing down a rushing green hill of water, the spray flying from its bow. A towering statuesque figure in the stern dips and strains on the great rudder-oar; the craft turns, rides head-on through a crashing "dumper," and soon is tossing, a dazzling white shape, on the blue water further out. As it surges from trough to crest, there is a glimpse of four bronzed Argonauts straining at the oars, while the sunlight glances on the white helmet of the young Jason in the prow and the flashing sweep of oars. These are the men our beaches breed—Vikings of peace whose mission is to save.

Surf Heroes.
Out beyond the breakers is a youngster lying full length on a huge surf-board, which he paddles slowly with his arms, heaving lazily on the swell. He crouches, watching a following wave, and next instant is erect, with legs apart and arms outstretched—a picture of Neptune's charioteer driving his racing team from shield-shaped car.

Aloft in the watch tower is "Ossie," the team captain, yarning with a group of idling youngsters. With arms clasping sunburnt legs they learn how their hero and his mates showed the South Africans the noble art of surfing at Durban. For among the senior clubmen of the coast are hundreds of A.I.F. men—great-limbed, massive fellows in their prime, who not long ago put the fear of death into the Prussian Guards. And the younger men, still with the grace of the schoolboy athlete, are sons and brothers of Anzacs. Lithe and slender of limb, theirs are the depth of chest and breadth of shoulder that come of battling with a stubborn surf from childhood.

A delighted squeal from little "Skeeter" interrupts the tale. Following his pointing finger we see "big brother Bluey" carving his way through a heavy sea to his "patient," who is treading water a hundred yards out. Bluey (aged 15) has the belt, and is practising for the great day when he will join the life-saving club, the beach Asgard where dwell the kings and heroes of the surf.

Well, the day is getting hot and the water is inviting. Answering its call, one is soon threading a way through the ranks of splashing bathers to where a dozen heads bob in a line far beyond the rest. These are the vanguard, masters of every kind of roller that sends the greenhorn gasping to the shallows. The experts ignore a dozen seemingly identical breakers and seize unerringly on the coveted "shoot."

Dumpers and Shoots.

Beware of that tall billow with the concave face! Its crest will curl and crash vertically, seizing the foolhardy surfer, to roll him unmercifully head over heels, dragged spread-eagle hither and thither by a dozen seething cross-currents. Such is the "dumper," foe of the unwary. But mark how the cognoscenti deal with this monster. Retire to where they break in a tumbling yard—high bank of seething foam, with the spindrift flying from their crests. Now, break the charge of Neptune's cavalry; turn side-on to their onslaught; lunge and spring for their manes, every muscle braced for the shock. Or, again, dive for the bottom, feel them crash on your feet as they thunder over with a noise like distant cannon. Then spring for air with

the frothy backwash creaming on your face.

The dumpers cease for a time, followed by a series of "flats"—waves with the full face of a shoot, but whose lighter green betrays the hollow back which means lack of pace and body. Suddenly there is an eager surge and the front-rankers are racing out to "get-on to" a shoot. Yes! There is no mistaking the dull green bulge of that big roller capped with the curl of foam which is the badge of speed. The vanguard wheel as one man, kick off and lash the water with frantic strokes as the wave is on them. The shoulders and upflung head surge forward, racing like the figurehead on some storm-driven galley. The wave crashes and they are lost to view, but soon the broad back shows, head down, boring torpedo-like through the shallows. . . . Fifty yards inshore a dripping figure rises among the wondering paddlers and struggles back for his next ride.

Rescue.

Away to the left a bather is caught in a channel, and heralds the fact with much splashing and struggling. In a flash a man has plunged in, and is flogging his way through the choppy water with the saving belt round his chest. At intervals on the shore are three reelmen standing like statues, calmly paying out the lifeline with hands raised overhead. An upflung arm is the signal for them to bend to the task, hauling rhythmically hand over hand, with muscles starting under the double load. After a long pull the couple are wading back to safety. The rescuer grins, slaps his salvage on the back, and flings the belt at a comrade with a laughing word. A fine boy this, yet typical of hundreds of young savers. He is breathless, but dashes the water from his eyes, and mounts the sloping beach with all the grace of the marching stride he has learned in sand and shallow water. The poise of head, the swinging shoulders, and sway of hips are a delight to the eye, while the firm, rounded limbs move with effortless grace. Truly a feast for our sculptors—a model, all ready in living bronze.

Halcyon.

After a swim, a smart run along the sand is voted breathless work, so one sits for a space like the Lotus Eaters.

To watch the crisp ripples on the beach
And tender curving lines of creamy spray.

The sun pours down a flood of streaming golden light like a benison upon the sand. Its warm kiss glows on the still tingling with the cool salt drops; the heavy, spray-laden breeze trembles on the limbs like a caress, and the air is quivering in a mellow dream from the great blue arc of sky down to the living glow of sand. Under half-closed eyelids we are aware of the bright flash of colour—the flutter of a silken wrap, a gleam of gold on some girl's rounded arm; rainbow patchwork of sunshades and the flowing lines of sinewy limbs. Beyond it all, the boil of surf and a haze of distant headlands; above it all, that clean, blue vastness—the miracle of an Australian sky.

Why envy the gods of Homer, debauched in the marble palaces of Olympus, swilling nectar from gold and ivory vessels? What need of nectar when the mouth rejoices in the cold, salt freshness which only the surf can give? The gods of Tennyson's poem lived to the sound of

Clanging fights and flaming towns
And sinking ships and praying hands.

But what have we? The sea's dull soothing roar and the happy shouts of children. Basking in the rich sunlight we know perfect freedom and relaxation in every fibre—the happy state when repose of soul and limb recalls to life the shy little gleams of beauty lost in the scramble of daily life. Banished by the magic breath of sun, sea, and air, cares seem very far away.—Ex.

"Women are born actresses."—Mr. Registrar Friend, at Clerkenwell Country Court.

PLATITUDES.

WHY EVERYBODY IS BORED BY THEM.

SELF-EVIDENT TRUTHS.

A well-known politician said the other day that he preferred platitudes to epigrams—"They are less tiring and more true."

I do not dispute either of these statements, but I am not at all sure that an epigram, which startles one by its wit or originality, may not be more effectual in rousing one to see the truth than the more actually truthful platitude, which never makes one think at all, writes John Blunt in the "Daily Mail."

I cannot follow this politician in his liking for platitudes. Indeed, I know few things more irritating than to listen to a stream of platitudes, even though every one of them contains a useful and well-trying truth.

Not Evidence Of Thought.
For it must be remembered that people who load their conversation with platitudes do not do so because they have thought deeply about the problems of humanity, but in order to save themselves from thinking at all.

A character in one of Dickens's early stories gains much praise by announcing solemnly that "man without woman would be alone," but it is clear that that remark, though perfectly true, would only be made by an ass.

And, in fact, the fault of most platitudes is that they are so obvious that they are not worth uttering. Either they are truths which have been known to us since we were children or they are self-evident statements that can be taken for granted. In any case they call for no mental effort and come to be mere sounds.

Value Of Shocks.

I admit that epigrams, when they are simply a straining after smartness, may be just as irritating as platitudes, but at any rate they do make one sit up. Platitudes are a soporific, but epigrams—if they are really witty—are like an electric shock. And from time to time we are all the better for being shaken out of ourselves. All the same, I am not one of those who believe that real knowledge or wisdom can be contained in a few words. I always distrust those who sum up a situation or a problem by a platitude or an epigram, for I am quite sure that the complexities of life cannot be summed up and rounded off neatly.

They only tell us a partial truth; and, as we know, a partial truth may be more misleading than an actual lie. I never like listening to platitudes, I sometimes like listening to epigrams, but in neither instance do I expect to hear any comprehensive or ultimate truth.

REJUVENATION.

Scientists tell us that man need never grow old, that it is his deliberate neglect to conserve his functional balance that limits his days to the Scriptural three score years and ten.

There is no longer need to seek the fountain of youth in out-of-the-way places. The chart to its discovery is in the hands of all. That chart points clearly to the maintenance of the human system in normal functional balance, by the judicious employment of media that re-inforce natural function and thereby help to ward off illness. In simple language, the key to the retention of youthful zest for life, with all its undiminished interest and enthusiasm, is the judicious use of a tonic designed to keep personal fitness at a maximum.

Dr. Williams' Pink Pills for Pale People will effect this for you. They are a tonic with none of the depressing after effect common to so many remedies. Based upon the prescription of an experienced medical practitioner, they have restored thousands to the enjoyment of perfect health, which means the renewal of that intense interest in life that keeps everyone young.

To be had of all chemists, or post free, at \$1.50 per bottle, 6 bottles for \$8.00, from The Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

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WHAT'S THE
MATTER,
MAGGIE?



OH! I WAS JUST
THINKING OF THE
BOYS WHEN I
WAS A GIRL—



I THOUGHT YOU HAD A
FAR AWAY LOOK IN
YOUR FACE.



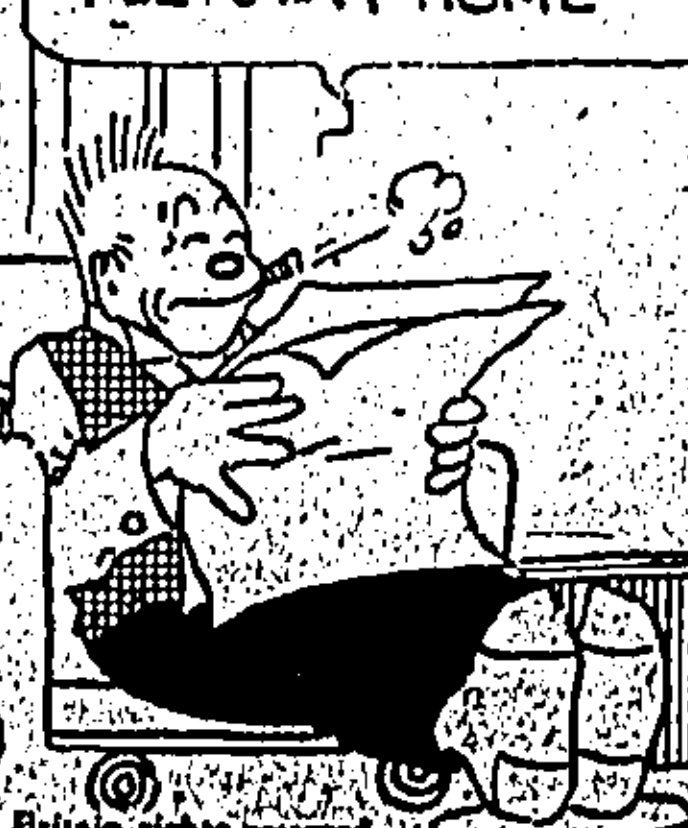
DON'T TRY TO BE
FUNNY—YOU'RE
FUNNY WITHOUT
TRYING—



BESIDES—I'M NOT
MYSELF TO-DAY.



WELL IF THAT'S THE
CASE THINGS WILL
BE QUIET AROUND
HERE—SO I THINK
I'LL STAY HOME.



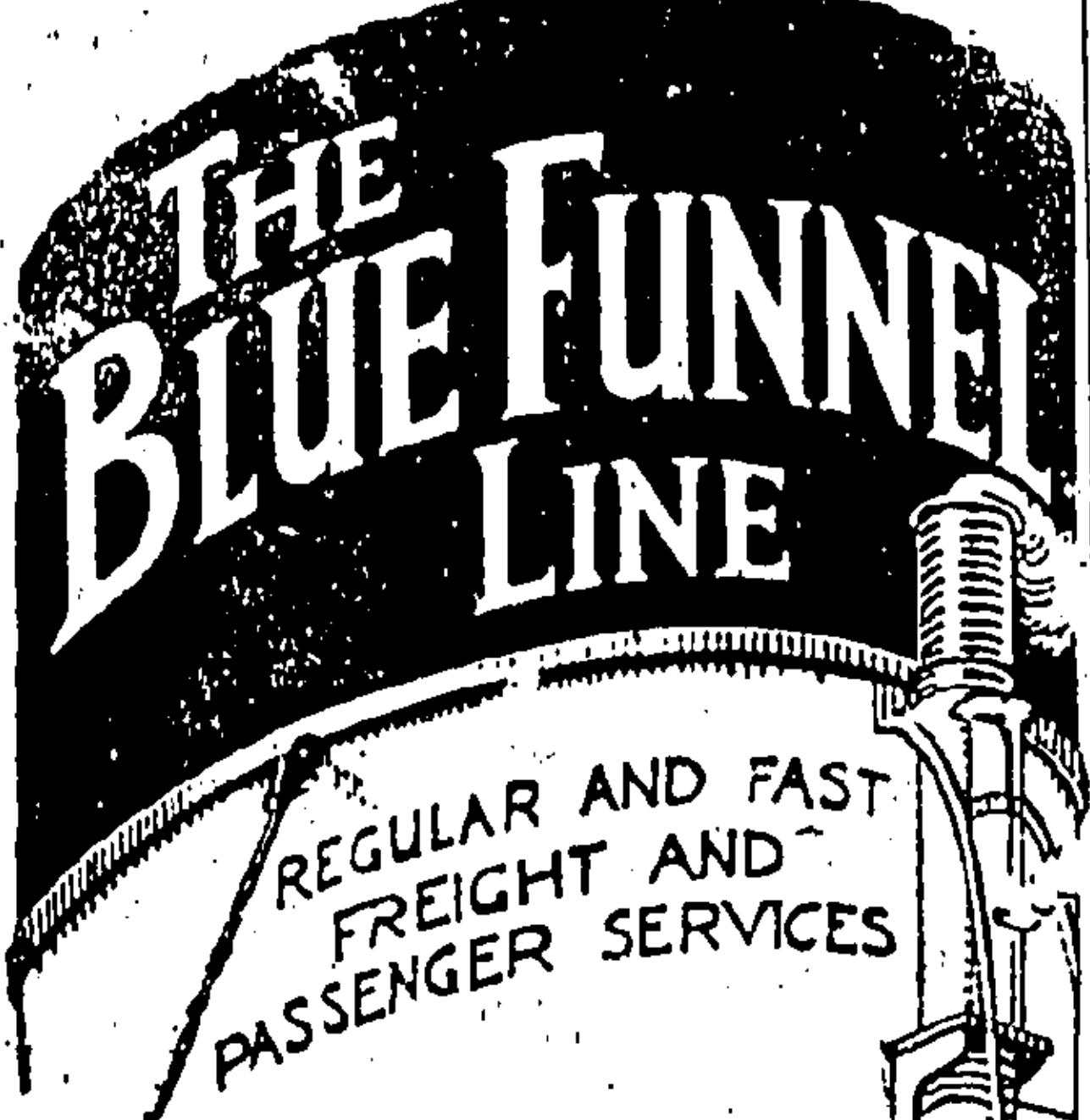
Kelly & Walsh. Ah Yau—(H.K. Ferry Wharf).
Lee Yee. Ah Yau—(Peak Tram Station).
Kowloon Wharf. Hung Cheong—(Kowloon).
AND AT:—The Office of the Publishers, 3A, Wyndham Street.

China Mail

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1845

HONG KONG. THURSDAY, MARCH 29, 1928.

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LONDON SERVICE.

"ARNEAS" 3rd Apr. Marseilles, London, Rotterdam & Glasgow
"HARPEDON" 18th Apr. Marseilles, London, Rotterdam & Glasgow
"GALCHAS" 1st May Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE.

"POLYPHEMUS" 7th Apr. Genoa, Havre, Liverpool & Glasgow
"BELLEROPHON" 20th Apr. Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"KOBES" & "YOKOHAMA" 3rd Apr. Marseilles, London, Rotterdam & Glasgow
"TYNDAREUS" 18th Apr. Marseilles, London, Rotterdam & Glasgow
"PROTERIUS" 1st May Marseilles, London, Rotterdam & Hamburg

NEW YORK SERVICE.

"STEAMER" 29th June Boston, New York & Baltimore

PASSENGER SERVICE.

"ARNEAS" 3rd Apr. Marseilles, London, Rotterdam & Glasgow
"HARPEDON" 18th Apr. Marseilles, London, Rotterdam & Glasgow

OUTWARD SERVICE.

"AUTOMEDON" 2nd Apr. Shanghai, Kobe & Yokohama
"PATROCLOS" 6th Apr. Shanghai, Chefoo, Taku and Dairen
Also cargo steamers with limited passenger accommodation at special rates.

Butterfield & Swire.

POST OFFICE NOTICE.

NOTICE.

Commencing February 24 a Radio Letter Service will be opened for the exchange of Radio Letters to the places, and at the rates, give below:
Radio Letter Telegrams are accepted subject to the following conditions—
1. Minimum delay in delivery, 24 hours.
2. Messages must be written in plain English or plain Spanish. Code addresses may be used. Groups of figures, trade marks, trade terms and trade expressions must be expanded by qualifying words so that messages will offer an intelligible sense to ANYONE reading them.
3. Each message must bear the indication "R.L." as part of the address. The indication is connected and charged for as one word. No limit on the number of words a message may contain.

RADIO LETTER RATES.

To	Minimum H.K. \$	Each Additional H.K. \$
Manila	2.00	.10
San Francisco and Bay Cities	10.80	.50
Other Offices in California and other Pacific States	11.60	.50
Mainland States U.S.	12.20	.61
Central States U.S.	12.60	.63
Eastern States U.S.	13.00	.65
British Columbia 1st Zone only	12.20	.61
Alberta, Saskatchewan and Manitoba	12.60	.63
Ontario, Nova Scotia, New Brunswick and Quebec	13.00	.65
Newfoundland	13.80	.69

The Postal Service to Swabue & neighbouring places is entirely suspended until further notice.

INWARD MAILS.

From	Per
THURSDAY, MARCH 29.	
Shanghai	Yingchow
FRIDAY, MARCH 30.	
Shanghai	Mantua
SATURDAY, MARCH 31.	
Shanghai	Suiyang
SUNDAY, APRIL 1.	
U.S.A., Canada, Japan and Shanghai	President Madison
MONDAY, APRIL 2.	
Australia and Manila	Arafura
Manila	President Cleveland
THURSDAY, APRIL 5.	
Canada, U.S.A., Japan and Shanghai	Empress of Canada
SATURDAY, APRIL 7.	
U.S.A., Honolulu, Japan and Shanghai	President Garfield
MONDAY, APRIL 9.	
U.S.A., Honolulu, Japan and Shanghai	President Pierce

OUTWARD MAILS.

For	Per
THURSDAY, MARCH 29.	
Macao	Chuenchow 3.15 p.m.
San Shui and Wuchow	Tai Hing 4.30 p.m.
Shanghai, Japan and Europe via Siberia	Morea 5 p.m.
FRIDAY, MARCH 30.	
Holhow, Pakihol and Haiphong	Linan 10.30 a.m.
Formosa	Sourabaya Maru 10.30 a.m.
Haiphong	Tonkin 12.30 p.m.
Manila, Sandakan, Australia and New Zealand via Thursday Island—due Thursday Island, 14th Apr. Parcels Noon. Registration 1.45 p.m. Letters 2.30 p.m.	St. Albans

Correspondence bearing vessel's name only.

Printed and published for the proprietors, The
Nippon Press, Ltd., by GEORGE
WILLIAM COOK, Business Manager, 3A, Wyndham Street, Hong Kong.

SILENT SERVICE.

No "Royal Oak" Disclosures.

INTEREST AT GIBRALTAR.

Charges Framed Against The Naval Officers.

Gibraltar, Yesterday.
Intense interest is being displayed in the "Royal Oak" court martial which opens on March 30. It is understood that the court will include Rear-Admirals Townsend (President), Preston, Herbert Meade, Kerr and Tomkinson. Naval circles, in accordance with tradition, are very silent.

Capt. Dewar, Comdr. Daniel and Capt. Day Kimball, their legal adviser, motored off to an unknown destination, doubtless in order to prepare their defence, and thereby escaping the crowd of would-be interviewers, photographers and sightseers who are besieging the entrances of the hotels where the principal actors of the drama are staying.—Reuter.

The Charge.
Capt. Dewar and Comdr. Daniel are charged under Section 43 of the Naval Discipline Act which lays down that anyone guilty of any act of disorder or neglect to prejudice good order or naval discipline may be dismissed from His Majesty's Service with disgrace or otherwise punished. Dismissal with disgrace involves the forfeiture of pension, medals and decorations and the incapacity to serve His Majesty again in any naval, military, air force or civil service appointment but may be modified to simple dismissal from the Service or dismissal from the ship to which the offender belongs.—Reuter.

A Letter.
Comdr. Daniel is charged with an act to the prejudice of good order and naval discipline in that when ordered by Capt. Dewar to report on certain events connected with the departure of Rear-Admiral Collard from the "Royal Oak" on the evening of March 5 he addressed to Capt. Dewar a letter, the terms of which were subversive of discipline; secondly, that being then the commander of the "Royal Oak," on being ordered to report events in connection with Rear-Admiral Collard's departure, he addressed to Captain Dewar a letter, the terms of which were contrary to King's Regulations and Admiralty Instructions in that they contained remarks and criticisms on the conduct and orders of his superior officer, Admiral Collard.

Capt. Dewar's Part.
Capt. Dewar is charged, firstly, with an act of prejudice to good order and discipline in that he accepted and forwarded to Vice-Admiral J. D. Kelly, commanding the First Battle Squadron, through Rear-Admiral Collard, a letter addressed to him by Comdr. Daniel, the terms of which were subversive of discipline; secondly, that he accepted and forwarded to Admiral Kelly through Rear-Admiral Collard a letter addressed to him by Comdr. Daniel, which letter was contrary to King's Regulations and Admiralty Instructions in that it contained remarks and criticisms on the conduct and orders of his superior officer, Rear-Admiral Collard.—Reuter.

IN NICARAGUA.

CABINET RESIGNS AT GENERAL'S REQUEST.

ELECTION SUPERVISION.

Managua, Yesterday.
The cabinet has resigned at the request of General Diaz to enable him to select unanimous supporters for his policy of American supervision of the elections. Some of the ministers mildly opposed the course pursued by the President, presumably under the influence of Dr. Chamorro, who is generally credited with blocking the passage of the McCoy Bill, which authorised American supervision.

Senor Pesos, Foreign Minister is being put up as conservative candidate for the presidency.—Reuter's American Service.

Li Mai, a Chinese woman who keeps a shop at No. 447, Queen's-road West, reported to the police yesterday that a salesman employed by her, named Ho Fol, collected the sum of \$32.48 in behalf of the firm and submitted it to the police.

LEGAL "PLUMS."

Sir D. Hogg Now Lord Chancellor.

NEW SOLICITOR-GENERAL.

An Earldom Bestowed On Lord Cave.

London, Yesterday.
The Attorney-General, Sir Douglas Hogg, succeeds Lord Cave as Lord Chancellor; Sir Thomas



Viscount Cave.

Inskip, Solicitor-General, succeeds Sir D. Hogg, and Mr. Merriman, M.P., succeeds Sir Inskip. An earldom has been bestowed on Lord Cave, a peerage on Sir D. Hogg and a knighthood on Mr. Frank Merriman.—Reuter.

MACAO OPIUM.

(Continued From Page 1.)

League of Nations.
Counsel drew defendant's attention to the League of Nations' agreement regarding opium.

Defendant agreed that the Yee Sing had previously had not only the right of preparing and retailing opium in Macao but also of importing and re-exporting raw opium and at the close of the firm's monopoly there was a quantity of opium which had not been prepared or re-exported. These stocks had been sold to the Macao Government.

Asked if he knew the Macao Government could not, under the Convention, re-export the opium either raw or prepared, defendant said that they could re-export it to the country whence it came.

Counsel argued that under Article 6 of the Convention they could not do this.

Defendant maintained they could.
Defendant was further questioned with regard to his relationship with Fung Cheong who wrote the letter the translation of which is alleged to contain libel. Defendant stated that Fung Cheong had called on him to see whether it was good to invest in the new firm it was understood had obtained the opium monopoly from the Macao Government and defendant had seized the opportunity of finding out from this man fuller particulars regarding this firm.

The case is proceeding.
Yesterday Afternoon's Hearing.
Giving evidence at yesterday afternoon's hearing, Mr. Lee Hysan, in reply to Mr. Jenkin, said that the Government of Macao became responsible to the Yee Sing Company, which was the Company which owned the monopoly, for \$1,800,000 when the monopoly was finished on June 6, last year. Security to the value of \$700,000 which had been deposited was included in that sum, and other values included opium and utensils which were taken over by the Government.

Coming to the letter containing the alleged libel, witness said that he understood it to mean that the new company had paid \$70,000 as security and that \$50,000 was paid into the Treasury as compared with the \$1,000,000 which he had been paying monthly when he held the monopoly. The whole circumstances in connection with the opium administration, from the time his monopoly terminated, in his opinion called for an enquiry, and that was the reason why he had made the petition.

In regard to the sending of copies of the Petition to lawyers in Macao, defendant stated that he honestly wanted their advice as lawyers. The lawyers in question were retained by the Yee Sing Company.

TO-DAY'S DOLLAR.

The clearing rate of the dollar.

SOLDIERS' FRIEND.

Y.M.C.A. Good Work In China.

ARMY COUNCIL PRAISE.

Work Of The Association Never More Welcome Than At Present.

London, Yesterday.
The Army Council has written to Sir Arthur Yapp expressing the high appreciation of the services of the Y.M.C.A. with the forces in China, saying that Sir John Duncan has spoken very highly of it on his return from Shanghai.

The Army Council say that the work of the Association was never more welcome than in China during the present emergency. "The response of the Y.M.C.A. on this occasion has been in accordance with the high tradition they have established of helpful co-operation in the soldiers' interest."—Reuter.

JAPAN FLEET.

BATTLESHIPS & DESTROYERS COMING HERE.

Tokyo, To-day.
A combined fleet comprising more than eight warships sailed in four detachments for various points of North and South China, of which the battleships "Nutsu," "Nagato," and "Suso," together with sixteen destroyers are proceeding to Hong Kong to exchange friendly greetings with the British China Squadron. No special significance is attached here to the visit.—Reuter.

NAVAL WEDDING.

CEREMONY AT ST. JOHN'S CATHEDRAL.

BABIDGE—FULLBROOK.

St. John's Cathedral was the scene of the wedding this afternoon of Miss Gertrude Charlotte Fullbrook, daughter of Commissioned Master at arms H. T. Fullbrook (Mail Officer, H.M.S. "Tamar") and Mrs. Fullbrook; and Mr. Henry George Babidge, son of Mr. J. R. Babidge and Mrs. Babidge, of Portsmouth.

The Very Rev. A. Swann officiated.
The bride, who was given away by her father, was charmingly attired in a dress of white satin bouffant style, embroidered with pearls, veil and orange blossom. Her bouquet was of Easter lilies.

The bridesmaids, Miss Irene Fullbrook (sister of bride) and Miss Ann Fowler, wore pretty dresses of yellow crepe de china trimmed gold lace and the wreaths of gold leaves on their heads introduced a novel and charming effect. They carried posies of violets.

The bride's mother was attired in a dress of French foulard with blue georgette and hat to match and carried a bouquet of pale pink roses.
The Best Man was Commissioned Shipwright C. W. Oxford, R.N.

Many friends of the bride and bridegroom, and the family were entertained at a reception at the Hong Kong Hotel following which Mr. and Mrs. Babidge left for their honeymoon which is to be spent at Repulse Bay and Canton.

The bride's travelling attire was a two piece russet charmeuse dress with hat to match.

The "China Mail" is informed by the Dragon Motor Car Co., Ltd., that after an absence of several years from the city district, they have taken a new show-room at No. 33, Des Voeux-road Central, next to the On Lok Yuen restaurant.

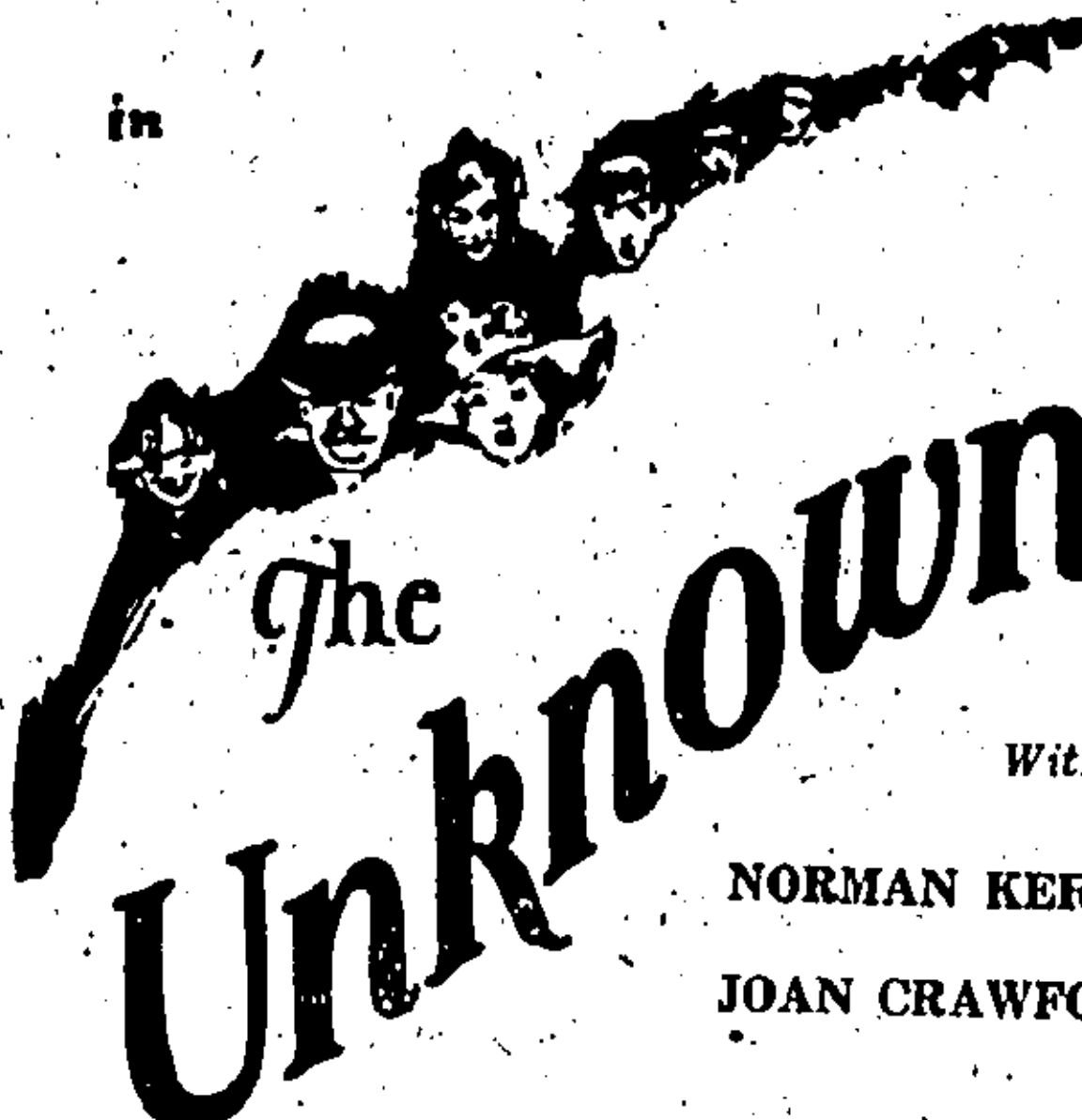
The premises will be fitted up according to latest designs and the smartest and most useful models of motors will be on display.

The Dragon Co. will, of course, retain their present extensive premises at No. 33, Wong-Nai-Chong-road, Happy Valley.

The coxswain of the steam launch "Talleo" owned by the Netherlands Harbour Works, reported to the police that about 6.30 a.m., yesterday, whilst the launch was proceeding from Kowloon Bay to the Kowloon Godown wharf, a foki named Tsang Yu-shing (20) overboarded and fell overboard as the launch was passing Holt's Wharf. The man sank immediately, and although the launch was promptly stopped and circled the spot for some time, the

AGAINST the sinister shadow of the underworld this startling drama of love and revenge is played, and through it stalks the deformed circus performer, a terrifying role just made for the master of weird disguises!—

LON CHANEY



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The Daughter of the Famous Magician Ching Ling Foo.

MISS CHEE TOY

Former Ziegfeld Follies Star Artist

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At 2.30, 5.10, 7.15, & 9.20.

THE FASCINATING love story of two orphan sisters in the terrible days of the French Revolution!—

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ORPHANS OF THE STORM

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Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

THE ROMANCE of a fiery little movie actress who is caught in the current of a terrible mountain feud!—

CLARA BOW

in

RUNAWAY

With

WARNER BAXTER—GEORGE BANCROFT—WILLIAM POWELL.

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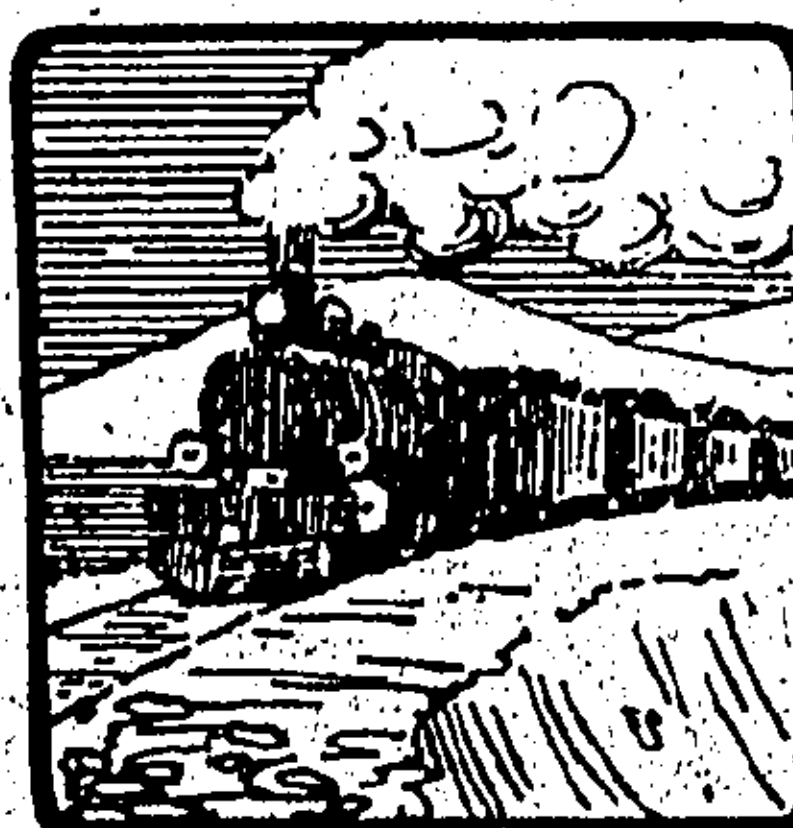
STAR

TO-DAY TO SATURDAY.

Continuous 2.30 to 11.15.

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